

## A G E N D A

### **NATURAL RESOURCES ITEMS FOR**

#### **TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD**

Transportation and Natural Resources - February 23, 2005 - 3:30 P.M.  
State Administrative Board Meeting - March 1, 2005 - 11:00 A.M.

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#### MINERAL LEASES

1. Oil and Gas Lease Auction held December 14, 2004: Of the 96,764.16 acres offered, 84,944.14 acres were leased (53,126.91 acres Development, 31,817.23 acres Nondevelopment) in 24 counties. The computer-generated random selection procedure was used for reoffering the no bid parcels. There were 123 parcels that were no bid, 62 parcels (50 percent) were reoffered. These parcels were reoffered at \$5.00 per acres. Of these 62 parcels, 9 parcels (1,314.47 acres) were rebid. 544 parcels (46,697.21 acres) were bid in at a minimum of \$13.00 per acre.

Terms: Five years with two one-year options, 1/6 royalty. Bonus amount of \$6,003,564.00, first year's rental of \$169,171.54 and five year paid-up rentals of \$3,906.40 were collected at the auction. Total revenue generated at the auction was \$6,176,641.94.

2. Two Direct Nonmetallic Sand and Gravel Leases - Development and Development with Restriction: Crawford County Road Commission of Grayling, Michigan, 57.72 acres of State-owned surface and mineral rights, Section 7, T27N, R01W, Lovells Township, Crawford County, and Montmorency County Road Commission of Atlanta, Michigan, 40 acres of State-owned surface and mineral rights, Section 22, T29N, R02E, Albert Township, Montmorency County.

Terms: Seven-year term with a possible three-year extension, if in the best interest of the State. Royalty rates are \$0.228 per ton royalty for sand and \$0.471 per ton royalty on gravel.

3. Two Direct Oil and Gas Leases - Nondevelopment: Woodfield Resources, Inc., Chicago Illinois, 15.08 acres, more or less of Department of Transportation, State-owned mineral, Section 29, T02N R01W, Vevay Township, Ingham County.

Terms: Nine-month term, one one-year extension option, 3/16 royalty, \$400.00 bonus consideration (\$25.00 per acre), and \$2.00 per acre annual rental.

Item 1 was approved by the Director of the Department of Natural Resources on February 3, 2005. Items 2 and 3 were approved February 2, 2005, by the Chief of Forest, Mineral and Fire Management, Department of Natural Resources. The form of legal documents involved in these transactions have previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:  
Department of Natural Resources

By: \_\_\_\_\_  
Julie Manson, Acting Manager  
Mineral and Land Management Section  
Forest, Mineral and Fire Management

## AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: February 23, 2005 – North Central Conference Room,  
4<sup>th</sup> Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: March 1, 2005 - 1921 Department of Conservation Room,  
7<sup>th</sup> Floor, Mason Building, 11:00 AM

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### CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Exchange)  
Tract 853, Control Section 41013, Parcel 205, Part A

The subject tract to be relinquished is located in the township of Plainfield, Kent County, Michigan, and contains approximately 0.044 acres. The tract was appraised by Kevin Kalmbach, Grand Region Appraiser, on December 28, 2004, at \$1,540. The property to be acquired is owned by the Grand Rapids Gravel Company. It is located in the township of Plainfield, Kent County, Michigan, and contains approximately 2.154 acres. The property was appraised by Kevin Kalmbach, Grand Region Appraiser, on December 28, 2004, at \$75,390. The Grand Rapids Gravel Company has plans to develop a residential subdivision on land it owns at the northeast quadrant of M-44 and Cannonsburg Road, Plainfield Township, Michigan. MDOT will need additional right-of-way in the area for future improvements to the M-44 bridge over the Grand River. To accommodate the development and future MDOT improvements, MDOT has agreed to deed 0.044 acres of land in exchange for 2.154 acres of land from the Grand Rapids Gravel Company. The transaction was approved for exchange by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on January 27, 2005. This tract was not offered to local municipalities because it is part of an exchange. This property has been declared excess by the Bureau of Highways – Development.

#### Mutual Exchange

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests, returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49509.

\* Denotes a non-standard contract/amendment

2. HIGHWAYS (Real Estate) – Resolution “B” (Transfer to a Governmental Agency for Transportation Use)

Tract 809, Control Section 82022, Parcel 3, Parts C and E; Parcel 4, Parts B and C; Parcel 7, Parts C and D

The subject tract is located in the city of Romulus, Wayne County, Michigan, and contains approximately 1.56 acres. Before the appraisal of the subject tract was completed, Wayne County indicated that this property was needed for transportation purposes. The appraisal process was terminated since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. This tract was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation use. The tract was determined to be excess by the Bureau of Highways – Development.

\$1

**Purpose/Business Case:** The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of governments.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property used for transportation purpose is transferred to state agencies and local units of governments at no cost with a permanent reverter.

**Risk Assessment:** If excess property is not used for transportation purposes, we would not be supporting the development of transportation infrastructure.

**Cost Reduction:** N/A

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48226.

3. HIGHWAYS (Real Estate) - Resolution "C" (Direct Sale)

Tract 742, Control Section 82194, Parcels 4017, Part A, 4018, Part A, 4019, Part A, 4021, Part A, 4023, Part A

The subject tract is located in the city of Detroit, Wayne County, Michigan, and contains approximately 17,549 square feet. The tract was appraised by Michael Ellis, Value Trends, Inc., an independent fee appraiser, on December 10, 2003, at \$307,100. The appraisal was reviewed by Doug Bixby, Property Analyst, on December 29, 2003, at \$307,100. Michael Ellis completed an update of the appraisal on January 26, 2005, and concluded that no change in value was warranted. The tract was approved for sale by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on January 26, 2005, for the amount of \$307,100. MDOT is entering into an agreement with the Mexicantown Community Development Corporation (MCDC) to lease a portion of its proposed building for a welcome center. As part of this agreement, MCDC will use the subject tract for parking for the proposed building. MCDC has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$61,420, which represents a 20 percent bid deposit. This tract was not offered to local municipalities prior to being offered to the public because the transaction is part of the master agreement between MDOT and MCDC. This property has been declared excess by the Bureau of Highways – Development.

\$307,100

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48216.

4. HIGHWAYS (Real Estate) – Resolution “D” (Exchange)  
Tract 831, Control Section 58031, Parcel 59-S, Part A

The subject tract to be relinquished is located in the township of Dundee, Monroe County, Michigan, and contains approximately 426 square feet. The property to be acquired is owned by the Lone Star Steakhouse & Saloon. It is located in the township of Dundee, Monroe County, Michigan, and contains approximately 41 square feet. In 2000, MDOT extended and widened the southbound US-23 off-ramp to M-50 in the township of Dundee, Monroe County, Michigan. The project required a 30-foot wide right-of-way for the construction of an open ditch to accommodate drainage. The abutting owner, Cabela's, donated most of the proposed right-of-way to MDOT. MDOT later determined that the open ditch design required replacement with a 30-inch storm sewer pipe. The changes were never formally shown on MDOT plans. MDOT recently discovered that a small portion of the adjacent land is needed for sewer pipe maintenance. Cabela's has since sold the adjacent property to Lone Star Steakhouse & Saloon. Lone Star Steakhouse & Saloon has agreed to deed the needed property to MDOT in exchange for MDOT deeding property it no longer needs to Lone Star. MDOT no longer needs this property because of the design change. Both properties have minimal value. No appraisals were ordered due to an even exchange. The transaction was approved for a mutual exchange by Patrick Scarlett, Excess Property Unit Supervisor, Project Development Section, Real Estate Support Area, on February 9, 2005. This tract was not offered to local municipalities because it is part of an exchange. This property has been declared excess by the Bureau of Highways – Development.

Mutual Exchange

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale or exchange of excess property for other state-needed real estate interests, returns revenue to the State or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48131.

5. MULTI-MODAL (Aeronautics) - Resolution “A” (Change in Threshold of Aeronautics Contracts)

In accordance with State Administrative Board (SAB) Resolution 2003-01, dated March 4, 2003, a general policy was established that all contracts, grants, and amendments of \$25,000 or more must come before the SAB; the resolution reduced the threshold for state contracts and grants from \$250,000 to \$25,000 and the threshold for state contracts and grants amendments from \$125,000 to \$25,000, regardless of the source of funding or duration. Currently, the Michigan Aeronautics Commission is authorized to enter into contracts, grants, and amendments upon recommendation to the SAB.

MDOT recommends that the requirements of Resolution No. 2003-1 apply to Multi-Modal Transportation Services Bureau (Aeronautics) in that all Aeronautics contracts, grants, and amendments with a threshold under \$25,000 be exempt from approval of the SAB.

**Purpose/Business Case:** To change the threshold of Multi-Modal Transportation Services Bureau (Aeronautics) contracts in order to make the threshold for SAB approval for these contracts consistent with Resolution 2003-1 and MDOT policy.

**Benefit:** Will provide for more efficient and effective administration of state government and may help to avoid project delays and/or increased costs to the State of Michigan by reducing the SAB members’ time spent reviewing projects under \$25,000.

**Funding Source:** Federal Aviation Administration Funds, State Restricted Aeronautics Funds, and/or local funds, depending on the project.

**Commitment Level:** N/A.

**Risk Assessment:** If this resolution is not approved, all Aeronautics contracts under \$25,000 will continue to require approval by the State Administrative Board, which is inconsistent with all other areas of MDOT.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48909.

6. \*EXECUTIVE (Office of Economic Development and Enhancement) - SIB Loan

Contract (2005-0073) between MDOT and the City of Munising is a state infrastructure bank (SIB) loan to assist the City of Munising in financing transportation infrastructure improvements through the St. Martin Road Project. The loan will allow the City of Munising to pave approximately 2,800 linear feet of existing gravel road from Varnum Street to the top of the hill, including approximately 600 feet of Gage Road. This project will also improve existing erosion control for slope stabilization and will decrease sediment discharge. MDOT will loan \$500,000 at 3 percent interest to the City of Munising. The contract will be in effect from the date of award through December 31, 2016. Source of Funds: SIB Loan Funds - \$500,000.

**Purpose/Business Case:** This contract will provide a state infrastructure bank loan to the City of Munising for the pavement of approximately 2,800 linear feet of an existing gravel road from Varnum Street to the top of the hill, including approximately 600 feet of Gage Road. The project will also improve existing erosion control for slope stabilization and decrease sediment discharge.

**Benefit:** Completion of project will encourage private residential development and public recreational investment, reduce road maintenance costs for the City, improve motorized traffic safety, and reduce the discharge of sediment into Munising Bay of Lake Superior.

**Funding Source:** State Infrastructure Bank Loan Funds - \$500,000.

**Commitment Level:** The contract is for a fixed amount.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** If the City of Munising does not receive the loan, it may be unable to undertake this vital project. Development of city highlands will be impeded and sediment from erosion will continue to enter the city storm water system and Lake Superior.

**Cost Reduction:** The loan will cover only costs for which funding is not available from other sources.

**Selection:** N/A.

**New Project Identification:** Pavement of an existing gravel road and stabilization of slope.

**Zip Code:** 49862.

7. **\*FINANCE & ADMINISTRATION - Financial Advisor for MDOT Bonding**

Contract (2005-0087) between MDOT and Public Financial Management, Inc., will provide for financial advisory services regarding the financial details of the issuance and marketing of State Trunkline and Comprehensive Transportation bonds, including maturity schedules, call features, interest payment dates, and rating agency presentations, among other duties. The contract will be in effect from the date of award through three years. The contract amount will not exceed \$525,000. Source of Funds: State Restricted Trunkline Funds and/or State Restricted Comprehensive Transportation Funds, depending on the issue.

**Purpose/Business Case:** To provide for specialized bond financial services, for which expertise is not obtainable within state classified service.

**Benefit:** Expert financial advice will maximize MDOT's bond ratings and minimize bond expenses and debt service costs.

**Funding Source:** Bond financial advisor services are a cost of issuing bonds and are paid for with the bond proceeds.

**Commitment Level:** The fee is based on fixed costs plus out-of-pocket expenses and is only incurred if MDOT issues bonds. Out-of-pocket expenses include the costs of printing the bonds, mailing bond statements, and making necessary telephone calls; the costs of air travel, car rental, hotel, meals, mileage, and parking are incurred for only one day per bond sale, when the consultant must fly to Michigan. Out-of-pocket expenses average \$2,700 per bond sale. MDOT expects one to two bond sales per year. The costs of the bonds will vary according to issue and will be in accordance with the following fixed rates:

***Bond Issues and Refundings:***

	<u>Negotiated</u>	<u>Competitive</u>
Each issue:	\$75,000	\$85,000
Refunding:	\$55,000	\$65,000

***Short Term Note Issues:***

	<u>Negotiated</u>	<u>Competitive</u>
Each issue:	\$20,000	\$25,000

***Swaps or Derivative Products:***

<u>Swap and Derivatives Advisory</u>	<u>Fee Schedule (per transaction)<sup>1</sup></u>
Structuring and Competitive Bid	$\frac{1}{2}$ bp <sup>2</sup> per annum
Structuring and Negotiation	1 bp <sup>2</sup> per annum
Valuation and Reporting	\$2,500 per annum <sup>3</sup>

<sup>1</sup>subject to minimum fee of \$25,000, \$200,000 maximum fee. No additional out-of-pocket fees will be charged.

<sup>2</sup>bp = basis point; 100 basis points = one percent.

<sup>3</sup>assumes annual valuation for up to five (5) "plain-vanilla" transactions.

**Risk Assessment:** Without this expert financial advice, MDOT could incur excess bond costs, have its bond rating downgraded, and pay additional interest costs on its bonds.

**Cost Reduction:** The vendor has generally quoted rates equal to those quoted four years ago.

**Selection:** Qualifications-based. MDOT sent out 54 requests for proposals and received 4 responses. The criteria for selection included the technical competency of the firm (20%), understanding of MDOT's financial and bonding portfolio (15%), innovative ideas (25%), fees (20%), the technical competency of the staff assigned to MDOT (15%), and the evaluation of MDOT's debt on an ongoing basis (5%). The selection panel included three representatives of MDOT and one representative of the Michigan Department of Treasury, the Director of the Office of Cash and Debt Management.

**New Project Identification:** This contract is not for a new activity. The previous contract expired in December 2004.

**Zip Code:** 48909.

8. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z13/R1) under Contract (2001-0665) between MDOT and Tetra Tech MPS will retroactively extend the authorization term by eighteen months to allow the consultant sufficient time to complete the services. The additional time is needed because MDOT added drainage structure adjustment work to the construction project. The original authorization, which expired on January 31, 2005, provided for full construction engineering services to be performed for bituminous milling and resurfacing work on M-24 from Clarkston Road to Harriet Street north of the village of Oxford, Oakland County (CS 63112 – JN 74703A). The revised authorization term will be October 17, 2003, through July 31, 2006. The authorization amount remains unchanged at \$63,785.64. Upon award of Amendment 1, the contract term will be January 31, 2002, through July 31, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To retroactively extend the authorization term by approximately eighteen months to allow the consultant sufficient time to complete the construction engineering services at no additional cost. The additional time is needed because MDOT added additional work to the construction project.

**Benefit:** This revision will allow time for the consultant to provide the necessary oversight for the construction contract to ensure that the project is built according to the plans and specifications, at no additional cost.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not authorizing these services is that the construction project will not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work and a subsequent loss of federal funding for construction due to lack of required oversight. Additionally, not authorizing these services now may result in the loss of federal funding for this entire project.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48362.



9. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z14/R1) under Contract (2001-0665) between MDOT and Tetra Tech MPS will retroactively extend the authorization term by eighteen months to allow the consultant sufficient time to complete the services. The additional time is needed because MDOT changed the font to Clearview for the freeway signing upgrade work and added time to the construction project. The original authorization, which expired on January 31, 2005, provided for full construction engineering services to be performed for freeway signing upgrade work on I-696 from Dequindre Road to M-10, Oakland County (CS 63102 – JN 58880A). The revised authorization term will be December 1, 2003, through July 31, 2006. The authorization amount remains unchanged at \$115,238.32. Upon award of Amendment 1, the contract term will be January 31, 2002, through July 31, 2006. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** To retroactively extend the authorization term by approximately eighteen months to allow the consultant sufficient time to complete the construction engineering services at no additional cost. The additional time is needed because MDOT added additional work and time to the construction project.

**Benefit:** This revision will allow time for the consultant to provide the necessary oversight for the construction contract to ensure that the project is built according to the plans and specifications, at no additional cost.

**Funding Source:** 100% Federal Highway Administration Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not authorizing these services is that the construction project will not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work and a subsequent loss of federal funding for construction due to lack of required oversight. Additionally, not authorizing these services now may result in the loss of federal funding for this entire project.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48071.

10. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2002-0175/A3) between MDOT and Dunn Engineering Associates will provide for an additional seven months of services, will increase the contract amount by \$833,134.41, and will extend the contract term by approximately seven months to provide for uninterrupted operations of Michigan Intelligent Transportation System (MITS) services. The proposed additional services are necessary to ensure continued operation of the system while procurement steps proceed for a new long-term contract. The original contract provides for the development, implementation, and maintenance of methodologies and procedures to optimize the management and operations of the MITS Center in Detroit, Michigan (CS 84900 - JN 55020). The revised contract term will be February 6, 2002, through September 30, 2005. The revised total contract amount will be \$4,750,769.32. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The Michigan Intelligent Transportation System (MITS) provides a wide range of data and services to internal and external stakeholders to help improve freeway operations through incident management and advanced traveler information. External stakeholders include Michigan State Police and other public safety agencies, CCTV feeds to traffic reporting media. The proposed additional services are necessary to ensure continued operation of the system while procurement steps proceed for a new long term contract. A Request for Bid for a new long term contract is under development and will be advertised by May 1, 2005.

**Benefit:** The benefit of adding this work to the scope of work is providing continual operations of the MITS Center.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

\* Denotes a non-standard contract/amendment

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not approving the requested service is a lapse in operations.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Sole source.

**New Project Identification:** This is not a new project.

**Zip Code:** 48226.

11. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z18/R1) under Contract (2002-0615) between MDOT and Eagle Consultant Engineering will provide for additional as needed consultant construction administrative assistance services to be performed in the Metro Region (CSs various - JNs various) and will increase the authorization amount by \$118,204.78. This revision is necessary to allow the continuation of the administrative assistance services with the addition of new projects under this authorization. The original authorization provides for the performance of as needed consultant construction administrative assistance services. The authorization term remains unchanged, August 10, 2004, through August 8, 2005. The revised authorization amount will be \$218,087.83. The contract term is August 8, 2002, through August 8, 2005. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This revision will allow for the continuation of the as needed consultant construction administrative oversight services on a number of complex projects within the Metro Region.

**Benefit:** Will allow the continuation and adequate oversight of the administration of the projects included within the originally authorized scope of services, along with the addition of several new projects.

**Funding Source:** Federal, Restricted State, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Without the revision, the consultant would be unable to administer adequate oversight, which could result in delayed payments to contractors and lack of professional guidance on federally-funded projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** These are not new projects. This is oversight on existing projects.

**Zip Code:** 48075.

12. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z19/R1) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for additional design services to be performed for the rehabilitation of US-12 from east of Moscow Road easterly to M-50 in Hillsdale and Lenawee Counties and will increase the authorization amount by \$61,421.10. An additional survey is needed because of the number of drainage improvements and proposed fee rights-of-way that were identified at the scope verification meeting. The original authorization provides for the rehabilitation of US-12 from east of Moscow Road easterly to M-50 in Hillsdale and Lenawee Counties (CSs 30062 and 46101 – JN 60299C). The authorization term remains unchanged, September 14, 2004, through April 10, 2006. The revised authorization amount will be \$392,723.87. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of an additional survey. The initial survey request did not account for the number of drainage improvements and proposed fee rights-of-way that were identified at the scope verification meeting.

**Benefit:** The additional survey will provide information required to properly produce final right-of-way plans for this project. In addition, the consultant will have adequate information to properly produce the design plans. The proposed drainage modifications make it essential that construction staff and contractors be provided with the needed information to properly construct this project. Quality design plans will effectively limit the construction overruns.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The currently available survey information is inadequate for the production of quality design plans. If the additional survey information is not collected, design plans for this project will lack essential information needed to properly construct the project, and significant cost overruns should be anticipated.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 49233.

13. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z20/R1) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for additional design services for the rehabilitation of US-12 from 0.12 miles west of US-127 to 180 feet west of M-50 in Lenawee County and will increase the authorization amount by \$85,052.26. An additional survey is needed because of the number of drainage improvements and proposed fee rights-of-way that were identified at the scope verification meeting. The original authorization provides for the rehabilitation of US-12 from 0.12 miles west of US-127 to 180 feet west of M-50 in Lenawee County (CSs 30062 and 46101 – JN 75211C). The authorization term remains unchanged, September 16, 2004, through April 10, 2006. The revised authorization amount will be \$392,609.41. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of an additional survey. The initial survey request did not account for the number of drainage improvements and proposed fee rights-of-way that were identified at the scope verification meeting.

**Benefit:** The additional survey will provide information required to properly produce final right-of-way plans for this project. In addition, the consultant will have adequate information to properly produce the design plans. The proposed drainage modifications make it essential that construction staff and contractors be provided with the needed information to properly construct this project. Quality design plans will effectively limit the construction overruns.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The currently available survey information is inadequate for the production of quality design plans. If the additional survey information is not collected, design plans for this project will lack essential information needed to properly construct the project, and significant cost overruns should be anticipated.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 49233.

14. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z46) under Contract (2003-0264) between MDOT and Hubbell, Roth & Clark, Inc., will provide for as needed consultant oversight services to be performed for administration of local agency projects within Wayne, Oakland, and Macomb Counties, Metro Region (CSs various - JNs various). The authorization will be in effect from the date of award through June 9, 2006. The authorization amount will be \$112,164.57. The contract term is June 9, 2003, through June 9, 2006. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This authorization will allow for as needed consultant construction administrative oversight services to be performed for a number of projects.

**Benefit:** This authorization will allow for adequate oversight of the administration of the projects included within the scope of services and ensure that all materials and workmanship are in accordance with MDOT specifications and guidelines; it will provide for measurement, documentation, and processing of payments for all construction contract work. It will also ensure that all FHWA rules and regulations are followed as necessary to provide for federal funding.

**Funding Source:** Federal, Restricted State, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Without the authorization, the consultant would be unable to administer adequate oversight, which could result in delayed payment to contractors and a lack of professional guidance on federally-funded projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is oversight on existing projects.

**Zip Code:** 48075.

15. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z47) under Contract (2003-0264) between MDOT and Hubbell, Roth and Clark, Inc., will provide for as needed inspection and testing services to be performed for various projects located within the Bay Region, in the area of the Davison Transportation Service Center (TSC), in Huron, Sanilac, Tuscola, Genesee, and Lapeer Counties (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through June 9, 2006. The authorization amount will be \$168,756.25. The contract term is June 9, 2003, through June 9, 2006. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This authorization will provide for as needed inspection and testing services to be performed for various projects located within the Bay Region, in the area of the Davison TSC, in Huron, Sanilac, Tuscola, Genesee, and Lapeer Counties (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. This authorization is set up to support MDOT staff during peak construction season. All efforts will be made to use Bay Region staff from all four TSCs whenever possible.

**Benefit:** Will provide for adequate inspection and testing services that will result in a high quality product for the people of Michigan. The inspection and testing services will ensure that all parts of the construction projects are up to current State of Michigan and federal standards.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Without this authorization, adequate inspection and testing may not be provided, which could result in substandard work and possible loss of federal funding.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is inspection and testing for rehabilitation projects.

**Zip Code:** 48601.

16. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z26) under Contract (2003-0291) between MDOT and HNTB Michigan, Inc., will provide for construction engineering services to be performed for non-freeway and freeway sign upgrading and shoulder corrugations on I-96, I-69, and old US-27 within the area of the Lansing Transportation Service Center (TSC) (CS various - JN various). The work items include project administration, inspection, surveying and staking, quality control testing and reporting, measurement, computation, reporting, and finaling. The authorization will be in effect from the date of award through May 9, 2006. The authorization amount will be \$110,360. The contract term is May 9, 2003, through May 9, 2006. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This authorization will provide for construction engineering services to be performed for non-freeway and freeway sign upgrading and shoulder corrugations on I-96, I-69, and old US-27 within the area of the Lansing TSC (CS various - JN various). The work items include project administration, inspection, surveying and staking, quality control testing and reporting, measurement, computation, reporting, and finaling.

**Benefit:** Will provide for adequate project administration, as required by federal law. This authorization will also provide for a higher quality product and ensure that all parts of construction are up to MDOT standards.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to properly oversee the construction could result in substandard work and loss of federal dollars. A safer road will be provided to the motoring public with the improvements.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is reconstruction of existing roadways.

**Zip Code:** 48823.

17. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z27) under Contract (2003-0291) between MDOT and HNTB Michigan, Inc., will provide for construction engineering services to be performed for 1.99 miles of hot mix asphalt resurfacing and partial superstructure replacement and bridge rehabilitation on the US-27 business route from Taft Road to Townsend Road and the northbound US-27 business route over Spalding Creek in Clinton County and I-496 under Canal Road, Creyts Road and Snow Road in Ingham County (CS various - JN various). The work items include project administration, inspection, surveying and staking, quality control testing and reporting, measurement, computation, reporting, and finaling. The authorization will be in effect from the date of award through May 9, 2006. The authorization amount will be \$122,333. The contract term is May 9, 2003, through May 9, 2006. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This authorization will provide for construction engineering services to be performed for 1.99 miles of hot mix asphalt resurfacing and partial superstructure replacement and bridge rehabilitation on the US-27 business route from Taft Road to Townsend Road and the northbound US-27 business route over Spalding Creek in Clinton County and I-496 under Canal Road, Creyts Road and Snow Road in Ingham County (CS various - JN various). The work items include project administration, inspection, surveying and staking, quality control testing and reporting, measurement, computation, reporting, and finaling.

**Benefit:** Will provide for adequate project administration, as required by federal law. This authorization will also provide for a higher quality product and ensure that all parts of construction are up to MDOT standards.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to properly oversee the construction could result in substandard work and loss of federal dollars. A safer road will be provided to the motoring public with the improvements.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is reconstruction of existing roadways.

**Zip Code:** 48823.

18. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z15/R2) under Contract (2003-0520) between MDOT and URS Corporation Great Lakes will provide for additional design services to be performed and will increase the authorization amount by \$47,981.28. The project has been expanded to complete design of the replacement communication system for the 32.5 center-line mile Surveillance Control and Driver Information (SCANDI) System portion of the Advanced Traffic Management System (ATMS) in metropolitan Detroit, as modified by MDOT. This effort was not included in the original authorization or the previous revision. The original authorization provides for Intelligent Transportation System (ITS) design services to be performed on I-94 from Wyoming easterly to I-96 in the cities of Detroit and Dearborn, Wayne County (CS 84917 - JN 59195C). The authorization term remains unchanged, December 18, 2003, through September 10, 2006. The revised authorization amount will be \$221,971.86. The contract term is September 10, 2003, through September 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for complete design of the replacement communication system for the 32.5 center-line mile Surveillance Control and Driver Information (SCANDI) System portion of the ATMS system in metropolitan Detroit, as modified by MDOT. The project has been expanded to include investigating several candidate communications systems and protocols for use on all Metro Region ITS and traffic signal projects, arranging demonstrations and final designs of the chosen system(s), and documentation of the communications demonstrations and a white paper summarizing the findings.

**Benefit:** This extension of the design effort will further increase system reliability and reduce future maintenance and operating costs of the ATMS and traffic signal systems in Metro Region through selection and specification of a robust, extensible, and non-proprietary as possible common communications infrastructure.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Continuing with the original scheme for communications would lead to development of a number of possibly incompatible systems as we discover better and more efficient ways to communicate with each new opportunity. The risk is premature replacement of not-as-good technology and possible loss of control of system elements.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48210.

19. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z7/R1) under Contract (2003-0603) between MDOT and DLZ Michigan, Inc., will provide for design services for the addition of the deck replacement, railing repairs, substructure repairs and approach work on structure (S29) and will increase the authorization amount by \$52,137.55. The original authorization provides for the design of the bridge rehabilitation of bridges (S29) I-696 under Hayes Road, (S30) I-696 under Wagner Drive, (S41) I-696 under Arsenal Avenue and (S42) I-696 under Campbell Road in Macomb County (CS 50061 - JN 72616D). The authorization term remains unchanged, July 7, 2004, through September 3, 2006. The revised authorization amount will be \$357,430.77. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** This revision will provide for design services for the addition of the deck replacement, railing repairs, substructure repairs and approach work on structure (S29) and increase the authorization amount by \$52,137.55. The original authorization (Z7) provides for the design of the bridge rehabilitation of bridges (S29) I-696 under Hayes Road, (S30) I-696 under Wagner Drive, (S41) I-696 under Arsenal Avenue and (S42) I-696 under Campbell Road in Macomb County (CS 50061 - JN 72616D). The need to work on these bridges results from increasing traffic volumes and from the poor bridge conditions. It is anticipated that traffic volumes on I-696 will continue to grow as commercial and residential development expands within Macomb County.

**Benefit:** The improvement of these bridges will result in bringing the shoulders, bridge decks, and approaches up to current MDOT standards. The proposed rehabilitation work will upgrade these bridges to good condition.

**Funding Source:** 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The poor bridge condition can become a liability to MDOT. The bridge deck has cracks and spalls to exposed steel. These structures have considerable bituminous damage on the approaches and underside deficiencies which falls into the deck replacement option.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This project has been identified by the Region for rehabilitation.

**Zip Code:** 48047.

20. \*HIGHWAYS - IDS Time Extension and Maximum Amount Increase  
Amendatory Contract (2003-0686/A1) between MDOT and Wilcox Professional Services, LLC, will extend the contract term by one year and increase the maximum contract amount by \$200,000. The extension will provide sufficient time for authorizations under the contract to be individually extended, and the increase will allow authorizations under the contract to be individually increased. The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be October 8, 2003, through October 8, 2007. The revised maximum contract amount will be \$4,200,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This time extension will allow for the revision of the base plan and design traffic signals, as specified in the Value Engineering study, and will allow various engineering services for ongoing projects authorized under this IDS contract to be considered for time extensions or additional amounts when conditions warrant. Authorizations in need of time extension or additional amount increases will be individually approved by the State Administrative Board under applicable rules. No new authorizations will be issued under this contract. The cumulative authorized amount of all authorizations issued under this IDS contract (38 authorizations) and their revisions now approaches the maximum contract amount of \$4 million. Revisions that occur in the normal course of business have added to the contract total.

**Benefit:** Will allow authorizations written under this IDS contract to be extended or increased in amount, pending State Administrative Board approval.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not increasing the amount and extending the term of this IDS contract is that the consultant will not be able to finish any projects that require amount or term revisions for the duration of the contract.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48079.

21. HIGHWAYS – IDS Engineering Services  
Authorization Revision (Z12/R3) under Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC, will provide for additional construction engineering services to be performed on I-94 and the I-94 business loop (Gratiot Road) interchange in Kimball and St. Clair Townships, St. Clair County, and will increase the authorization amount by \$114,156.27. The work items include revising the base plan and designing traffic signals as proposed in the Value Engineering study performed in December 2004. The implementation will realize a cost savings to MDOT of \$917,000. The original authorization provides for design services to be performed for interchange reconstruction, superstructure replacement, pier cap replacement, and maintaining traffic on I-94 and the I-94 business loop in St. Clair County (CSs 77111 and 77031 – JN 45758C). The authorization term remains unchanged, October 8, 2003, through October 8, 2006. The revised authorization amount will be \$555,947.46. The contract term is October 8, 2003, through October 8, 2007. Source of Funds: 88% Federal Highway Administration Funds and 12% State Restricted Trunkline Funds.



**Purpose/Business Case:** During the Value Engineering study required by the Federal Highway Administration, a number of proposals were presented to MDOT. Two of the options combined would save an estimated \$917,000: the raising of I-94 and the bridge replacement and the reconstruction of the I-94 business loop at the same elevation. The revision of the design services will implement this cost savings.

**Benefit:** The benefits include cost savings of \$917,000 and better drainage on the I-94 business loop (from not lowering the road). This area is already wet and swampy.

**Funding Source:** 88% Federal Highway Administration Funds and 12% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The cost of redesigning the preliminary plans is far less than the benefit in cost savings in construction, and a better draining roadway will have a longer operational life. To leave the design as is would still be an acceptable solution, although there could be drainage issues once reconstruction of the I-94 business loop is started.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48079.

## 22. HIGHWAYS – IDS Design Consultant Services

Authorization Revision (Z1/R1) under Contract (2004-0091) between MDOT and Capital Consultants, Inc., will provide for additional design services to be performed on M-66 from Assyria Road to Francis Street in the village of Nashville, Maple Grove Township, Barry County and will increase the authorization amount by \$98,147.57. The additional work will include design services for safety improvements, water main improvements, and additional drainage improvements. The original authorization provides for the design of M-66 from Assyria Road to Francis Street in the village of Nashville, Maple Grove Township, Barry County. The authorization term remains unchanged, March 4, 2004, through February 3, 2007. The revised authorization amount will be \$259,004.47. The contract term is February 3, 2004, through February 3, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** This revision will provide for all design services to be performed for a rural intersection realignment to increase sight distance and add a center left turn lane on M-66 at the east M-79 intersection for the purpose of reducing crashes. As part of the original scope, the S-curve going into the village will be reconstructed and the intersection of Main Street will be realigned.

**Benefit:** The benefits are to get slower moving traffic turning from M-66 onto M-79 and Lawrence Road, out of the flow of traffic and into the center left turn lane. The additional water main work would allow all future water main service work to take place outside of the M-66 traveled way, improving safety for motorists.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not undertaking this project is that MDOT might not achieve its crash reduction goal. Economies and efficiencies gained by combination with a larger road project would be lost and could not be recovered on a stand-alone safety project.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 49953.

23. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z7) under Contract (2004-0116) between MDOT and Soil and Materials Engineers, Inc., will provide for inspection and testing services to be performed as needed on the I-96/36th Street project in the city of Grand Rapids, Kent County. The authorization will be in effect from the date of award through February 26, 2007. The authorization amount will be \$116,206.32. The contract term is February 26, 2004, through February 26, 2007. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular projects authorized.

**Purpose/Business Case:** This authorization is for inspection and testing services to be performed as needed on the I-96/36th Street project in the city of Grand Rapids, Kent County. These services will support the delivery of the Grand Region's capital outlay program in a timely manner.

**Benefit:** The benefits include adequate project inspection and testing, as required by federal law, resulting in a high quality product. The inspection and testing will ensure that the construction projects are built as designed and that all parts of construction are up to current MDOT and federal standards.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular projects authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not authorizing these inspection and testing services is that projects will not have adequate inspection and testing, which could result in substandard work and a subsequent loss of federal funding. Additionally, not authorizing these services now may also result in the loss of federal funding for entire projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49546.

24. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z1) under Contract (2004-0173) between MDOT and Northwest Design Group, Inc., will provide for full construction engineering services to be performed on I-75 from south of US-2 to north of Portage Street in the city of St. Ignace, Mackinac County (CS 49025 - JN 75291A). The authorization will be in effect from the date of award through April 20, 2007. The authorization amount will be \$550,810.55. The contract term is April 20, 2004, through April 20, 2007. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for full construction engineering services to be performed on I-75 in the city of St. Ignace, Mackinac County.

**Benefit:** This section of I-75 in Mackinac County is a gateway to the Upper Peninsula. This project is to totally reconstruct I-75, which will improve rideability for the motorists of the State of Michigan. It is part of the Preserve First Initiative.

**Funding Source:** 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** This portion of I-75 is in very poor condition. To not repair it would make it a safety concern due to extremely large potholes and exposed steel reinforcement. The funding is also programmed for this fiscal year and to not use it would jeopardize losing it.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49781.

25. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z15) under Contract (2004-0334) between MDOT and Fishbeck, Thompson, Carr & Huber will provide for construction engineering services to be performed for the hot mix asphalt cold milling, resurfacing, left- and right-turn lane widening, signal installation, guardrail, retaining wall, restoration, signing, and pavement marking work on M-21 from Grand River to Bennett Street in Ada Township, Kent County (CS 41043 - JN 76378A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling. The authorization will be in effect from the date of award through July 14, 2007. The authorization amount will be \$104,320.18. The contract term is July 14, 2004, through July 14, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization will provide for construction engineering services to be performed for the hot mix asphalt cold milling, resurfacing, left- and right-turn lane widening, signal installation, guardrail, retaining wall, restoration, signing, and pavement marking work on M-21 from Grand River to Bennett Street in Ada Township, Kent County (CS 41043 - JN 76378A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation, reporting, and finaling.

**Benefit:** Will provide for adequate project administration and inspection and testing, as required by federal law. This authorization will also provide for a higher quality product and ensure that all parts of construction are up to MDOT standards.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to properly oversee the construction could result in substandard work and loss of federal dollars. A safer road will be provided to the motoring public with the improvements.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is reconstruction of an existing roadway.

**Zip Code:** 49301.

26. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z2) under Contract (2004-0498) between MDOT and Coleman Engineering, Inc., will provide for all construction staking services to be performed on M-64, M-38, and US-45 in the village of Ontonagon, Ontonagon County (CS 66013, CS 66042, and CS 66033 - JN 33263A). The work items include the completion of a control survey; written description and map of a wetland mitigation site for a conservation easement; and the setting of right-of-way and alignment monumentation. The authorization will be in effect from the date of award through September 9, 2007. The authorization amount will be \$195,050.15. The contract term is September 9, 2004, through September 9, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for all construction staking services and right-of-way surveys to be performed. These services will support the delivery of the rehabilitation program for these bridges in a timely manner.

**Benefit:** The benefits include adequate project inspection and surveying, as required by federal law. These services will ensure that all parts of construction are up to current MDOT standards.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Not approving these construction staking services will result in inadequate surveying quality control checks, which could result in substandard work and possible delays and loss of federal funding.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.  
**Selection:** Qualifications-based.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 49953.

27. HIGHWAYS - Cost Participation for Construction Contract  
Contract (2004-5344) between MDOT and the City of St. Joseph will provide for participation in the following improvements:

The construction of storm sewer and related facilities along Niles Avenue (Highway M-63) from Winchester Avenue northerly to Main Street.

Estimated Funds:

State Restricted Trunkline Funds	\$382,663
City of St. Joseph Funds	\$ 581,679
Total Funds	<u>\$964,342</u>

MDA 84900 - 81373; Berrien County  
Local Letting

**Purpose/Business Case:** To provide for the combined sewer separation project.  
**Benefit:** Will provide for the drainage of storm water from portions of Highway M-63.  
**Funding Source:** State Trunkline and Bridge Construction Funds; City of St. Joseph Funds; no Build Michigan III Funds.  
**Commitment Level:** 5 9.56% state; 40.44% City of St. Joseph Funds.  
**Risk Assessment:** Contaminated water flowing into St. Joseph River during intense periods of rainfall.  
**Cost Reduction:** Low bid by City of St. Joseph and concurrence by MDOT Southwest Region.  
**Selection:** N/A; low bid for subcontract.  
**New Project Identification:** Construction of new storm sewer system.  
**Zip Code:** 49085.

28. HIGHWAYS – Cost Participation for Local Agency Construction Contract  
Contract (2004-5538) between MDOT and Clinton County will provide for funding participation in the following improvements:

Remonumentation of 27 government corners along Highway M-21 within Clinton County from the west city limits of St. Johns to the Ionia County line, including corner codes A-05, B-05, and F-05 through M-05 in Township 7 North, Range 4 West (Dallas Township); A-05 through M-05 in Township 7 North, Range 3 West (Bengal Township); and A-05 through D-05 in Township 7 North, Range 2 West (Bingham Township). Preservation of three additional government corners in Clinton County: corner codes C-05, D-05, and E-05 in Township 7 North, Range 4 West (Dallas Township).

Estimated Funds:

State Restricted Trunkline Funds	<u>\$24,000</u>
Total Funds	<u>\$24,000</u>

M 19061 – 72729

Local Letting

**Purpose/Business Case:** To financially assist and invest in adequate survey control needed for future road projects.  
**Benefit:** Will provide necessary and accurate survey information for the design and construction of future road projects.

**Funding Source:** State funds.

**Commitment Level:** 100% state; based on established cost per government corner.

**Risk Assessment:** Unable to establish survey control for future road projects.

**Cost Reduction:** Costs per government corner are negotiated based on needed service.

**Selection:** N/A.

**New Project Identification:** Reestablishment and replacement of survey corners.

**Zip Code:** 48879.

29. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5544) between MDOT and the Keweenaw County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Rehabilitation work along Five Mile Point Road from approximately 6.29 miles north of the Ahmeek village limits northerly approximately 2.0 miles.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$108,000
Keweenaw County Road Commission Funds	<u>\$ 27,000</u>
Total Funds	<u>\$135,000</u>

EDDF 42555 - 78898

Letting of 2/4/2005

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** Federal Minimum Guarantee Funds and Keweenaw County Road Commission Funds.

**Commitment Level:** 80% federal, 20% Keweenaw County Road Commission; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**Selection:** N/A; low bid for subcontract.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49901.

30. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2004-5567) between MDOT and the Wexford County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Resurfacing work along No. 29 Road from Highway M-115 to No. 28 Road, including base crushing and shaping, hot mix asphalt paving, aggregate shoulder, guardrail, and pavement marking work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$ 20,300
Federal Highway Administration Funds	\$160,500
Wexford County Road Commission Funds	\$ 45,200
Total Funds	<u>\$226,000</u>

EDDF 83555 - 78375

Letting of 2/4/2005

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, and Wexford County Road Commission Funds.

**Commitment Level:** 80% federal, 20% Wexford County Road Commission; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**Selection:** N/A; low bid for subcontract.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49601.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2004-5573) between MDOT and the City of Tawas City will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Road rehabilitation work along Oak Street from approximately 400 feet north of Highway US-23 to Cedar Street, along Cedar Street from Oak Street to Westover Street, along Westover Street from Cedar Street to Pine Street, and along Pine Street from Westover Street to Highway US-23, including base crushing and shaping, aggregate base, subbase, hot mix asphalt paving, concrete curb and gutter, aggregate shoulder, culvert, storm sewer, pavement marking, and slope restoration work.

Estimated Funds:

State Restricted Economic Development Funds	\$190,000
City of Tawas City Funds	<u>\$304,700</u>
Total Funds	<u>\$494,700</u>

EDD 35555 – 77588; Iosco County  
Letting of 3/4/2005

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** State Transportation Economic Development Funds and City of Tawas City Funds.

**Commitment Level:** 80% state up to \$190,000 and the balance by City of Tawas City; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**Selection:** N/A; low bid for subcontract.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 48763.

32. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z1) under Contract (2005-0026) between MDOT and URS Corporation Great Lakes will provide for full construction engineering services to be performed for 39 miles of freeway sign upgrading on US-131 from the Allegan County line to one mile south of the Kent/Montcalm County line in the cities of Wyoming, Grand Rapids, and Walker in the townships of Byron, Plainfield, Algoma, Solon, and Nelson, Kent County (CS 41131, CS 41132, and CS 41133 - JN 76354A). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record-keeping, and finaling all project documentation. The authorization will be in effect from the date of award through December 20, 2007. The authorization amount will be \$314,263.47. The contract term is December 20, 2004, through December 20, 2007. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** This authorization will provide for full construction engineering services to be performed for 39 miles of freeway sign upgrading on US-131 from the Allegan County line to one mile south of the Kent/Montcalm County line in the cities of Wyoming, Grand Rapids, and Walker in the townships of Byron, Plainfield, Algoma, Solon, and Nelson, Kent County. The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation of quantities, reporting and record-keeping, and finaling all project documentation.

**Benefit:** The benefits include adequate project administration and inspection and testing, as required by federal law, which will result in a high quality product. The services will result in ensuring that all parts of construction are up to current MDOT standards.

**Funding Source:** 100% Federal Highway Administration Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not authorizing these services is that the construction project will not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work and subsequent loss of federal funding for construction. Additionally, not authorizing these services now may also result in the loss of federal funding for this entire project.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

33. \*HIGHWAYS - Construction Engineering Services

Contract (2005-0058) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for full construction engineering services, including inspection, testing, and preliminary staking services for project oversight, to be performed on US-12 (Michigan Avenue) from Livernois Avenue to I-94 in the cities of Detroit and Dearborn, Wayne County (CS 82062 - JN 59881A). The contract will be in effect from the date of award through July 28, 2006. The contract amount will be \$1,631,749.03. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for full construction engineering inspection, testing, and preliminary staking services to be performed for the oversight of MDOT's project on US-12 (Michigan Avenue) from Livernois to I-94 in the cities of Detroit and Dearborn, Wayne County.

**Benefit:** This contract will provide for the inspection and oversight of all contract work on the construction contract to insure that all materials and workmanship are in accordance with MDOT specifications and guidelines and to measure, document, and process payment for all construction contract work. Ensure all FHWA rules and regulations are followed as necessary to provide for federal funding.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined would result in the loss of federal funds and be contrary to state policy and regulations.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48210.

34. \*HIGHWAYS - Construction Engineering Services

Contract (2005-0071) between MDOT and Fishbeck, Thompson, Carr & Huber will provide for as-needed construction administration, construction inspection and prestaking, and construction verification survey services to be performed on I-96 from the M-39 interchange to Schaefer Road, on I-96 from Schaefer Road to Roosevelt Avenue, and on I-96 from Roosevelt Avenue to Warren Avenue, Wayne County (CS various - JN various). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation, and close out of project records. The contract will be in effect from the date of award through August 1, 2006. The contract amount will be \$4,779,997.25. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.



**Purpose/Business Case:** To provide for as-needed construction administration, construction inspection and prestaking, and construction verification survey services to be performed on I-96 from the M-39 interchange to Schaefer Road, on I-96 from Schaefer Road to Roosevelt Avenue, and on I-96 from Roosevelt Avenue to Warren Avenue, Wayne County (CS various - JN various). The work items include project administration, inspection, staking, quality control testing and reporting, measurement, computation and documentation, and close out of project records.

**Benefit:** Will provide for adequate project administration, which will result in a high quality product for the people of Michigan. These services will assure that construction projects are up to current MDOT and federal standards.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to properly oversee the construction could result in substandard work and loss of federal funding. With these improvements, a safer road will be provided to the motoring public.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** These are not new projects.

**Zip Code:** 48216.

35. HIGHWAYS - IDS Engineering Services

Contract (2005-0084) between MDOT and U.P. Engineers and Architects, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

36. HIGHWAYS - IDS Engineering Services

Contract (2005-0100) between MDOT and P & F Associates, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

37. HIGHWAYS - IDS Engineering Services

Contract (2005-0101) between MDOT and Professional Engineering Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

38. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Master Settlement Contract (2005-5016) between MDOT, the City of Highland Park, and Wayne County will provide for the repayment by the City of Highland Park of \$792,952 of funds into its Act 51 account and will outline the administration of future City of Highland Park projects using its Act 51 monies. The City of Highland Park is required to repay the funds since it inappropriately transferred Act 51 Roadway Funds to its General Account, which is a violation of PA 51, Section 16.

Estimated Funds:

City of Highland Park Funds	<u>\$792,952</u>
Total Funds	<u>\$792,952</u>

#### MASTER SETTLEMENT AGREEMENT

**Purpose/Business Case:** To outline the plan for the City of Highland Park's repayment into its ACT-51 account and to describe the administration of future City of Highland Park projects.

**Benefit:** Resumption of City of Highland Park roadway projects and assurance of City of Highland Park compliance with 1951 PA 51, Section 16.

**Funding Source:** 100% City of Highland Park Funds.

**Commitment Level:** 100% City of Highland Park Funds in the amount of \$792,952.

**Risk Assessment:** Possible loss of future roadway projects in the city of Highland Park.

**Cost Reduction:** No cost reduction; fixed amount paid by the City of Highland Park.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48203.

39. \*HIGHWAYS (Real Estate) - Right-of-Way License

**Retroactive** Contract (2003-0704) between MDOT and Duty Free Americas, Inc., will provide for access to the eastbound ramp to the Blue Water Bridge Plaza for the operation of the duty free facility. MDOT will receive 17 percent of the gross sales of all merchandise from the Duty Free Americas, Inc., Port Huron store(s) as rent. The contract will be in effect from February 1, 2004, through January 31, 2006. Revenue is estimated at \$1,000,000 per year.

This contract was previously approved by the State Administrative Board at its January 20, 2004, meeting; however, over the course of the contract negotiations, the contract term and the estimated revenue amount changed.

**Purpose/Business Care:** The purpose of the license is to provide the licensee with a Break in Limited Access to the Blue Water Bridge Plaza, in Port Huron, Michigan, for the purposes of operating the Duty Free Americas, Inc., store.

**Benefit:** Travelers crossing the international border to Canada may purchase duty free merchandise. The State of Michigan receives approximately one million dollars revenue for each year of the license.

**Funding Source:** N/A - revenue generating (approximately one million dollars per year for the term of the license).

**Commitment Level:** License rate was determined by contract appraisal.

**Risk Assessment:** Loss of revenue to the State of Michigan over the term of the license.

**Cost Reduction:** N/A. The license is revenue generating.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48060.

40. HIGHWAYS (Real Estate) – Lease of Excess Property

Contract (2005-0102) between MDOT and Coca-Cola Enterprises, Inc., will provide for rents to be paid to MDOT for the lease of certain land and buildings in the city of Auburn Hills, Oakland County, Michigan. The property is an irregularly-shaped parcel of land located on the east side of Doris Road, approximately 760 feet north of Featherstone Road, generally known as 880 Doris Road, Auburn Hills. The site contains approximately 324,330 square feet of land improved with a distribution center with 33,900 square feet of warehouse area, 7,000 square feet of office area, 3,000 square feet of maintenance garage area, 1,500 square feet of vending repair area, and 2,100 square feet of mezzanine area, for a total improved area of 47,500 square feet. Site improvements also include an asphalt-paved parking lot and drive, a six-bay concrete truckwell, chain-link fencing, two small guard houses at a gated entrance, and various landscaping and lighting. The contract will be in effect from April 1, 2005, through March 31, 2006. This is a revenue contract; MDOT will be paid \$240,000.

**Purpose/Business Case:** The purpose of excess property leases is to utilize and maintain MDOT property that must be held for a future transportation purpose but is not needed at the present time. The lease of excess property returns revenue to the state.

**Benefit:** MDOT will benefit by utilizing its property and generating revenue.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The lease is based on that appraised value.

**Risk Assessment:** If excess property is not leased, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than fair market value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48326.

41. MULTI-MODAL – Railroad Force Account Work

Authorization (82099-82870) under Master Agreement (94-0803), dated July 28, 1994, between MDOT and Consolidated Rail Corporation (Conrail) will provide funding for the upgrade of circuitry, the addition of flashing-light signals, and the upgrade of lenses on existing flashing-light signals to twelve inches at the grade crossing of Conant Avenue in Detroit, Wayne County, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a Local Agency Application submitted by the City of Detroit and approved on December 16, 2004. The total cost of the project is estimated at \$80,125.14. Source of Funds: Federal Highway Administration Funds - \$64,100.07; FY 2005 State Restricted Trunkline Funds- \$16,025.07.

**Purpose/Business Case:** The project will provide for the installation of upgraded circuitry and additional flashing-light signals and for the upgrade to twelve-inch lenses on existing flashing-light signals at the grade crossing of Conant Avenue in Detroit, Wayne County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of Detroit, Conrail, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and by state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds - \$64,100.07; FY 2005 State Restricted Trunkline Funds- \$16,025.07.

**Commitment Level:** The authorization amount is based on Conrail's detailed estimate. All costs will be paid on a force account basis.

**Risk Assessment:** The crossing was selected for safety enhancement as a part of MDOT's prioritization process due to two crashes that have occurred at this location. Replacing the eight-inch flashing-light signal lenses with twelve-inch lenses, adding more flashing-light signals, and upgrading the circuitry will provide additional protection for motorists.

**Cost Reduction:** The work will be performed by Conrail on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Conrail and the City of Detroit.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48212.

42. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0751/A6) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), serving portions of Wayne, Oakland, Macomb, and Monroe Counties, will extend the contract term by one year to allow the agency sufficient time to complete the project. Lake Erie Transportation Commission, located in Monroe, will be utilizing the State of Michigan 800 MHz radio system towers for one of the projects in this contract, which is an upgrade of the dispatch and Automatic Vehicle Locator systems. Delays in installing the towers at the Monroe location have delayed project completion. The original contract provides state matching funds for SMART's FY 2000 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised contract term will be June 16, 2000, through June 15, 2006. The contract amount remains unchanged at \$16,096,377. Source of Funds: Federal Transit Administration Funds - \$12,877,102; FYs 1999, 2000, and 2001 State Restricted Comprehensive Transportation Funds - \$3,219,275.

**Purpose/Business Case:** To provide for a one-year time extension to allow for completion of the project. The project has been delayed because of a delay in installing radio towers in Monroe.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$12,877,102; FY 1999, 2000 and 2001 State Restricted Comprehensive Transportation Funds - \$3,219,275.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 48226.

43. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0677/A2) between MDOT and Greyhound Lines, Inc., will extend the contract term by one year to allow MDOT time to complete negotiations with the City of Pontiac for the transfer and conveyance of the city-owned property to MDOT. The original contract provides state funds to Greyhound Lines for preliminary engineering and design of a new 3,500 square foot intermodal facility in Pontiac and demolition of the existing facility. The revised contract term will be September 14, 2001, through March 13, 2006. The contract amount remains unchanged at \$287,724. Source of Funds: FY 2001 State Restricted Comprehensive Transportation Funds - \$287,724.

**Purpose/Business Case:** To provide for a one-year time extension to allow for the completion of negotiations with the City of Pontiac for the transfer and conveyance of property to MDOT.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FY 2001 State Restricted Comprehensive Transportation Funds - \$287,724.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment is that preliminary engineering and design of a new intermodal transportation facility will not be completed.

**Cost Reduction:** This project will be bid out.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48342.

44-108. MULTI-MODAL - Section 5311 Operating Program

The following project authorizations issued against master agreements between MDOT and the following agencies will provide FY 2005 Federal Section 5311 Nonurbanized Area Formula Operating Program grant funds for nonurban public transportation services. This funding reflects the amount of funding currently authorized under the federal appropriation. If additional funds become available, a grant amendment and revised project authorizations will be prepared. Payment to the local agencies will not exceed 10.95 percent of their final eligible expenses. The funding is 100 percent Federal Transit Administration (FTA) funds; state funds are not required. The authorizations will be in effect from October 1, 2004, through September 30, 2005. The authorizations are retroactive due to the term matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The term of the master agreement for St. Joseph County Transportation Authority is from October 1, 2001, until the last obligation between the parties has been fulfilled. This Master Agreement includes authorizations for program years FY 2003 through FY 2006. The terms of the remaining Master Agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. These Master Agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$6,204,271.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Total</u>
44.	2002-0002\Z9	Adrian, City of	\$ 34,248
45.	2002-0003\Z14	Allegan County Board of Commissioners	\$ 53,353
46.	2002-0004\Z9	Alma, City of	\$ 47,780
47.	2002-0005\Z9	Alpena, City of	\$ 43,574
48.	2002-0006\Z18	Altran Transit Authority	\$ 68,591
49.	2002-0007\Z15	Ann Arbor Transportation Authority	\$ 42,012
50.	2002-0008\Z10	Antrim County Board of Commissioners	\$ 56,445
51.	2002-0011\Z8	Barry County Board of Commissioners	\$ 55,121
52.	2002-0012\Z19	Bay Area Transportation Authority	\$482,198
53.	2002-0014\Z27	Bay Metropolitan Transportation Authority - Arenac	\$ 47,305
54.	2002-0014\Z28	Bay Metropolitan Transportation Authority - Bay	\$270,231
55.	2002-0018\Z12	Berrien County Board of Commissioners	\$117,995
56.	2002-0019\Z6	Big Rapids, City of	\$ 27,684
57.	2002-0020\Z9	Blue Water Area Transportation Commission	\$250,659
58.	2002-0021\Z18	Branch Area Transit Authority	\$103,373
59.	2002-0023\Z11	Cadillac/Wexford Transit Authority	\$107,583

\* Denotes a non-standard contract/amendment

60.	2002-0024\Z21	Capital Area Transportation Authority	\$106,661
61.	2002-0025\Z7	Caro Transit Authority	\$ 72,799
62.	2002-0026\Z7	Cass County Transportation Authority	\$ 52,267
63.	2002-0027\Z9	Charlevoix County Board of Commissioners	\$108,471
64.	2002-0028\Z13	Cheboygan County Board of Commissioners	\$ 52,015
65.	2002-0029\Z12	Clare County Board of Commissioners	\$105,772
66.	2002-0095\Z9	Clinton Area Transit System	\$ 38,340
67.	2002-0030\Z12	Crawford County Transportation Authority	\$112,162
68.	2002-0031\Z13	Delta Area Transit Authority	\$ 72,020
69.	2002-0035\Z17	Eastern Upper Peninsula Transportation Authority	\$ 41,791
70.	2002-0036\Z12	Eaton County Transportation Authority	\$213,265
71.	2002-0038\Z12	Gladwin County Board of Commissioners	\$113,934
72.	2002-0039\Z8	Gogebic County Transit	\$ 37,471
73.	2002-0041\Z17	Greater Lapeer Transportation Authority	\$152,789
74.	2002-0042\Z7	Greenville, City of	\$ 33,273
75.	2002-0044\Z8	Hillsdale, City of	\$ 42,012
76.	2002-0046\Z12	Houghton, City of	\$ 37,820
77.	2002-0047\Z8	Huron County Board of Commissioners	\$137,894
78.	2002-0048\Z9	Interurban Transit Authority	\$ 51,161
79.	2002-0050\Z11	Ionia, City of	\$ 52,433
80.	2002-0052\Z10	Iosco County Board of Commissioners	\$ 28,608
81.	2002-0053\Z13	Isabella County Transportation Commission	\$305,518
82.	2002-0054\Z15	Jackson Transportation Authority, City of	\$118,757
83.	2002-0055\Z13	Kalamazoo, City of	\$192,444
84.	2002-0057\Z9	Kalkaska Public Transit Authority	\$ 65,304
85.	2002-0059\Z13	Lenawee County Board of Commissioners	\$ 38,345
86.	2002-0061\Z13	Ludington Mass Transportation Authority	\$ 93,484
87.	2002-0063\Z7	Manistee County Board of Commissioners	\$138,515
88.	2002-0064\Z18	Marquette County Transit Authority	\$244,317
89.	2002-0065\Z6	Marshall, City of	\$ 31,961
90.	2002-0066\Z25	Mass Transportation Authority	\$ 75,545
91.	2002-0067\Z16	Mecosta County Board of Commissioners	\$ 41,225
92.	2002-0068\Z6	Midland, City of	\$129,289
93.	2002-0069\Z12	Midland County Board of Commissioners	\$149,755
94.	2002-0070\Z9	Milan, City of	\$ 38,443
95.	2002-0076\Z9	Ogemaw County Board of Commissioners	\$ 40,696
96.	2002-0077\Z7	Ontonagon County Board of Commissioners	\$ 43,872
97.	2002-0097\Z8	Osceola County Board of Commissioners	\$ 30,644
98.	2002-0079\Z15	Otsego County Board of Commissioners	\$147,518
99.	2002-0081\Z8	Roscommon County Board of Commissioners	\$141,283
100.	2002-0082\Z14	Saginaw Transit Authority Regional Services	\$ 53,767
101.	2002-0083\Z8	Sanilac County Board of Commissioners	\$ 81,792

102.	2002-0084\Z9	Sault Ste. Marie, City of	\$ 33,709
103.	2002-0085\Z10	Schoolcraft County Board of Commissioners	\$ 42,869
104.	2002-0086\Z17	Shiawassee Area Transportation Agency	\$ 75,721
105.	2002-0088\Z22	Suburban Mobility Authority for Regional Trans.	\$102,401
106.	2002-0693\Z11	St. Joseph County Transportation Authority	\$ 73,160
107.	2002-0092\Z12	Van Buren County Board of Commissioners	\$ 69,067
108.	2002-0093\Z13	Yates Township	\$133,760

**Purpose/Business Case:** To provide FY 2005 Federal Section 5311 Nonurbanized Area Formula Operating Program grant funds to 65 agencies for nonurban public transportation services.

**Benefit:** The federal funds will help to support the level of public transportation provided in these nonurban areas.

**Funding Source:** Federal Transit Administration Funds - \$6,204,271.

**Commitment Level:** The authorization amounts are based on cost estimates.

**Risk Assessment:** The risks of not approving these authorizations are that federal funds will be lost and the needed transit service may not be provided.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** These are new projects.

**Zip Code:** 49684.

#### 109-122. MULTI-MODAL - Section 5309 Program

The following project authorization revisions issued under master agreements between MDOT and the following agencies will provide for a total reduction of \$16,577 in the FY 2004 Federal Section 5309 Capital Discretionary Program grant funds for nonurban public transportation services. The projects are funded at 80 percent federal funds and 20 percent state match. These revisions will adjust federal and state funding due to a reduction to the federal funds nationwide because two projects were inadvertently left off of the original federal allocation of funds. The authorization terms remain unchanged, from the effective date of the federal grant through three years. The authorizations will be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The revised total amount of the authorizations will be \$1,413,832. The term of the master agreement for the St. Joseph County Transportation Authority is from October 1, 2002, until the last obligation between the parties has been fulfilled. This master agreement includes authorizations for program years FY 2003 through FY 2006. The terms of the remaining master agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,131,062; FY 2004 State Restricted Comprehensive Transportation Funds - \$282,770.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Reduction Amount</u>	<u>Revision Amount</u>
109.	2002-0003/Z10/R1	Allegan County Board of Commissioners	\$ 569	\$ 48,543
110.	2002-0016/Z5/R1	Belding, City of	\$ 569	\$ 48,543
111.	2002-0018/Z10/R1	Berrien County Board of Commissioners	\$1,422	\$121,360
112.	2002-0023/Z9/R1	Cadillac/Wexford Transit Authority	\$1,067	\$ 91,019
113.	2002-0029/Z9/R1	Clare County Board of Commissioners	\$1,422	\$121,360
114.	2002-0095/Z6/R1	Clinton Area Transit System	\$ 569	\$ 48,543
115.	2002-0040/Z8/R1	Grand Haven, City of	\$2,847	\$242,718
116.	2002-0060/Z11/R1	Livingston County Board of Commissioners	\$1,281	\$109,223
117.	2002-0063/Z5/R1	Manistee County Board of Commissioners	\$ 427	\$ 36,408

\* Denotes a non-standard contract/amendment



118.	2002-0067/Z12/R1	Mecosta County Board of Commissioners	\$2,847	\$242,718
119.	2002-0069/Z10/R1	Midland County Board of Commissioners	\$1,067	\$ 91,019
120.	2002-0083/Z7/R1	Sanilac County Board of Commissioners	\$1,422	\$121,360
121.	2002-0086/Z13/R1	Shiawassee Area Transportation Agency	\$ 569	\$ 48,543
122.	2002-0693/Z7/R1	St. Joseph County Transportation Authority	\$ 499	\$ 42,475

**Purpose/Business Case:** To provide for a reduction of \$16,577 to the FY 2004 Federal Section 5309 Capital Discretionary Program grant funds for fourteen agencies.

**Benefit:** State and local authorizations will match the amount of federal funds appropriated.

**Funding Source:** Federal Transit Administration Funds - \$1,131,062; FY 2004 State Restricted Comprehensive Transportation Funds - \$282,770.

**Commitment Level:** Revised authorization amounts are based on cost estimates.

**Risk Assessment:** The risk of not approving these revisions is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** These are not new projects.

**Zip Code:** 49417.

#### 123-127. MULTI-MODAL - Section 5309 Program

The following project authorization revisions issued under master agreements between MDOT and the following agencies will provide for a total reduction of \$39,138 in the FY 2004 Federal Section 5309 Capital Discretionary Program grant funds for nonurban public transportation services. The projects are funded at 80 percent federal funding and 20 percent state match. These revisions will adjust federal and state funding due to a reduction to the federal funds nationwide because two projects were inadvertently left off of the original federal allocation of funds. The authorization terms will remain unchanged, from the effective date of the federal grant through three years. The authorizations will be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The revised total amount of the authorizations will be \$2,623,955. The terms of the master agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$2,099,162; FY 2004 State Restricted Comprehensive Transportation Funds - \$524,793.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Reduction Amount</u>	<u>Revised Amount</u>
123.	2002-0012/Z15/R1	Bay Area Transportation Authority	\$14,232	\$ 500,168
124.	2002-0014/Z22/R1	Bay Metropolitan Transp. Authority	\$ 3,558	\$ 303,398
125.	2002-0053/Z10/R1	Isabella County Transp. Commission	\$ 3,558	\$ 303,398
126.	2002-0061/Z11/R1	Ludington Mass Transp. Authority	\$ 3,558	\$ 303,398
127.	2002-0064/Z12/R1	Marquette County Transit Authority	\$14,232	\$1,213,593

**Purpose/Business Case:** To provide for a reduction of \$39,138 to the FY 2004 Federal Section 5309 Capital Discretionary Program grant funds for five agencies.

**Benefit:** State and local authorizations will match the amount of federal funds appropriated.

**Funding Source:** Federal Transit Administration Funds - \$2,099,162; FY 2004 State Restricted Comprehensive Transportation Funds - \$524,793.



**Commitment Level:** Revised authorization amounts are based on cost estimates.  
**Risk Assessment:** The risk of not approving these revisions is the loss of federal funds.  
**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.  
**Selection:** N/A.  
**New Project Identification:** These are not new projects.  
**Zip Code:** 49855.

128. MULTI-MODAL - Section 5311 Capital Program

Project Authorization Revision (Z2/R3) under Master Agreement (2002-0016) between MDOT and the City of Belding will add a line item for the renovation of an administrative facility, will adjust funding between line items, and will extend the authorization term by one year. This revision will make the authorization consistent with the scope change approved by the Rural Task Force. As the originally-approved facility construction (storage facility) and computer purchase have been completed, this revision will allow the remaining funds to be used for the renovation of the transit agency's administrative facility with the addition of storm windows and fencing. The one year time extension will allow sufficient time for the agency to complete the renovations. The original authorization provides state matching funds for the City's FY 2002 Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be September 24, 2002, through September 23, 2006. The authorization amount remains unchanged at \$471,750. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$377,400; FY 2002 State Restricted Comprehensive Transportation Funds - \$94,350.

**Purpose/Business Case:** To add a line item for the renovation of the administrative facility, adjust funding between line items, and provide for a one-year time extension.  
**Benefit:** Increased public safety through improved transportation infrastructure.  
**Funding Source:** Federal Transit Administration Funds - \$377,400, FY 2002 State Restricted Comprehensive Transportation Funds - \$94,350.  
**Commitment Level:** Authorization amount is based on cost estimates.  
**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.  
**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.  
**Selection:** N/A.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 48809.

129. MULTI-MODAL - Specialized Services

Project Authorization (Z14) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will provide 100 percent state funding for the FY 2005 Specialized Services Program, which furnishes operating assistance for coordinated transportation services for the elderly and people with disabilities. These services have previously been provided by the Kalamazoo Board of Commissioners and are now being transferred to the City. It is estimated that the City of Kalamazoo will begin providing the specialized service transportation for Kalamazoo County on March 1, 2005. If the service does not start on March 1, 2005, a revision to this authorization will be processed to adjust the term and the funding amount. Reimbursement is based on \$4.07 per one-way passenger trip. The authorization will be in effect from March 1, 2005, through September 30, 2005. The authorization amount will be \$60,490. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$60,490.

**Purpose/Business Case:** To provide operating assistance for coordinated transportation services for the elderly and people with disabilities.

**Benefit:** Increased public transportation services.

**Funding Source:** FY 2005 State Restricted Comprehensive Transportation Funds - \$60,490.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of services for the elderly and disabled.

**Cost Reduction:** Reimbursement is based on the costs of services provided.

**Selection:** N/A.

**New Project Identification:** This is a continuing project with a new provider.

**Zip Code:** 49007.

130. MULTI-MODAL - Specialized Services

Project Authorization Revision (Z11/R1) under Master Agreement (2002-0056) between MDOT and the Kalamazoo County Board of Commissioners will reduce the authorization amount by \$60,490 as the County will no longer be providing specialized services transportation as of approximately March 1, 2005. The City of Kalamazoo will start providing the specialized services transportation for the county beginning on approximately March 1, 2005. As a result, the amount of this authorization will be reduced, and a new authorization will be established with the City of Kalamazoo. Once the exact date of the change in providers is known, revisions will be made to this authorization and to the new authorization with the City of Kalamazoo to adjust the funding and the terms of the authorizations. The original authorization provided 100 percent state funding for the FY 2005 Specialized Services Program, which furnishes operating assistance for coordinated transportation services for the elderly and people with disabilities. The authorization term remains unchanged, October 1, 2004, through September 30, 2005. The revised authorization amount will be \$43,207. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$43,207.

**Purpose/Business Case:** To provide for an authorization reduction of \$60,490, as specialized transportation services will be provided by the City of Kalamazoo.

**Benefit:** Public transportation will now be provided by only one agency in Kalamazoo County.

**Funding Source:** FY 2005 State Restricted Comprehensive Transportation Funds - \$43,207.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is that the City of Kalamazoo will not be able to begin providing this service for the elderly and disabled.

**Cost Reduction:** Reimbursement is based on the cost of services provided.

**Selection:** N/A.

**New Project Identification:** This not a new project.

**Zip Code:** 49074.

131. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z11/R1) issued under Master Agreement (2002-0079) between MDOT and the Otsego County Board of Commissioners will provide for an increase of \$10,884 in the FY 2004 Federal Section 5309 Capital Discretionary Program grant funds for nonurban public transportation services. This revision will adjust federal and state funding due to additional federal funds becoming available. The original authorization provided state matching funds for the FY 2004 Federal Section 5309 Program grant. The authorization term remains unchanged, from the effective date of the federal grant through three years. The authorization will be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The revised authorization amount will be \$73,296. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$58,637; FY 2002 State Restricted Comprehensive Transportation Funds - \$14,659.

**Purpose/Business Case:** To provide for an addition of \$10,884 to the FY 2004 Federal Section 5309 Capital Discretionary Program grant funds.

**Benefit:** State and local authorization will match the amount of federal funds appropriated.

**Funding Source:** Federal Transit Administration Funds - \$58,637; FY 2002 State Restricted Comprehensive Transportation Funds - \$14,659.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Federal and state shares are increased by \$10,884.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49735.

132. MULTI-MODAL - Section 5307 Capital Program

Project Authorization Revision (Z4/R1) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transportation service in parts of Wayne, Oakland, Macomb, and Monroe Counties, will extend the authorization term by one year to allow the agency sufficient time to install signage and shelters and to acquire shop equipment and automatic data processing software. The extension is requested because these portions of the grant depended on prior completion of the Lake Erie Transportation Commission's transfer station; that station is now complete after several delays. The original authorization provides state matching funds to SMART's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be April 15, 2002, through April 14, 2006. The authorization amount remains unchanged at \$17,327,485. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$13,861,988; FY 2002 State Restricted Comprehensive Transportation Funds - \$3,465,497.

**Purpose/Business Case:** To provide for a one-year time extension to permit completion of the project. The extension is requested because portions of this project depended on prior completion of the Lake Erie Transportation Commission's transfer station; that station is now complete after several delays.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$13,861,988; FY 2002 State Restricted Comprehensive Transportation Funds - \$3,465,497.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a revision to an existing project.

**Zip Code:** 48226.

133. MULTI-MODAL - Marine Capital

Amendatory Contract (2003-0356/A1) between MDOT and the Eastern Upper Peninsula Transportation Authority (EUPTA) will adjust line item amounts and add new line items, as the needs of the agency have changed. This amendment will reduce the dredging line item and add new line items for a replacement engine for the Drummond Islander IV ferry, for terminal upgrades at Drummond Island-DeTour, for vessel system upgrades (propulsion and transmission systems), and for the purchase and installation of a video security system on ferry vessels and at terminal locations. EUPTA's plans to replace an engine were accelerated due to the failure of one of the vessel's two engines last fall. As water levels have risen since the original application for funding was made, only minimal dredging was required to allow safe vessel passage. The agency currently has a small facility at the DeTour docks that will be remodeled to upgrade restrooms and add a maintenance/storage area. Docks at DeTour/Drummond need refurbishing, and vessel propulsion systems will be upgraded. Due to homeland security and safety issues, the agency will install video cameras on vessels and terminals. The original project items of dredging at DeTour/Drummond Island, construction of a permanent docking cell at Sugar Island, and emergency repairs remain in the contract. The original contract provides state funds for capital improvements to the St. Mary's River Ferry System, which provides marine passenger service between Sault Ste. Marie-Sugar Island, Barbeau-Neebish Island, and DeTour-Drummond Island. The contract term remains unchanged, August 11, 2003, through August 10, 2006. The contract amount remains unchanged at \$656,778. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$591,100; EUPTA Funds - \$65,678.

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To adjust line item amounts and add new line items for a replacement engine, for terminal upgrades and vessel system upgrades, and for the installation of a video security system.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FY 2003 State Restricted Comprehensive Transportation Funds - \$591,100; EUPTA Funds - \$65,678.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not completing the project is interruption of ferry service and inadequate security and safety.

**Cost Reduction:** The projects will be bid for the most cost effective use of funds.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 49783.

134. \*MULTI-MODAL - Section 5309 Revenue Grant

Contract (2004-0299) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$3,788,857 in federal funds to the state for the purchase of vehicles and equipment and for the construction and renovation of facilities for 34 eligible transit agencies participating in the FY 2004 Section 5309 Capital Discretionary Program. State matching funds in the amount of \$947,214 will be provided, for a total contract amount of \$4,736,071. The grant will be in effect from date of award by FTA through three years. The grant may be retroactive due to the term matching the federal grant award date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: Federal Transit Administration Funds - \$3,788,857; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$947,214.

**Purpose/Business Case:** To provide federal funding for the purchase of vehicles and equipment and for the construction and renovation of facilities for 34 eligible transit agencies participating in the FY 2004 Section 5309 Capital Discretionary Program.

**Benefit:** Will increase public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds -\$3,788,857; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds -\$947,214.

**Commitment Level:** Contract based on cost estimates.

**Risk Assessment:** The risk of not awarding this contract is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** These are new projects.

**Zip Code:** 48909.

135. \*MULTI-MODAL - Section 5309 Revenue Grant

Contract (2004-0492) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$970,874 in FY 2004 Federal Section 5309 Capital Discretionary Program funds to the state for the purchase of vehicles for nine eligible transit agencies. State matching funds in the amount of \$242,719 will be provided, for a total contract amount of \$1,213,593. The grant will be in effect from the effective date of the federal grant through three years. The grant may be retroactive due to the term matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: Federal Transit Administration Funds - \$970,874; FY 2002 State Restricted Comprehensive Transportation Funds - \$242,719.

**Purpose/Business Case:** To provide federal and state matching funds for the purchase of vehicles for nine eligible transit agencies.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$970,874; FY 2002 State Restricted Comprehensive Transportation Funds - \$242,719.

**Commitment Level:** Contract based on cost estimates.

**Risk Assessment:** The risk of not awarding this contract is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new grant.

**Zip Code:** 48909.

136. \*MULTI-MODAL - Section 5311 Revenue Grant

Contract (2005-0025) between MDOT and the United States Department of Transportation, Federal Transit Administration (FTA), will provide for a grant of \$6,406,776 in Federal Section 5311 Nonurbanized Area Formula Operating Program funds (including \$86,467 in Rural Transit Assistance Program funds) for FY 2005 under Federal Grant MI-18-X037. This funding reflects the amount of funding currently available in the federal appropriation. If additional funds become available, a grant amendment will be processed. The grant will be in effect from October 1, 2004, through September 30, 2005. The grant is retroactive due to the term matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: Federal Transit Administration Funds - \$6,406,776.

**Purpose/Business Case:** To provides for the FTA to grant MDOT \$6,406,776 in Section 5311 Operating Assistance funds for FY 2005 under Federal Grant MI-18-X037.

**Benefit:** Increased public safety through improved transportation services.

**Funding Source:** Federal Transit Administration Funds - \$6,406,776.

**Commitment Level:** Contract is based on cost estimates.

**Risk Assessment:** The risk of not awarding this grant is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** Provides for continuation of this operating assistance program for FY 2005.

**Zip Code:** 48909.

137. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0081) between MDOT and the City of Three Rivers will provide federal and state grant funds for the land acquisition costs of parcel 15 at the Three Rivers Municipal-Dr. Haines Airport in Three Rivers, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$240,000. Source of Funds: FAA Funds (via block grant) - \$217,326; State Restricted Aeronautics Funds - \$11,337; City of Three Rivers Funds - \$11,337.

**Purpose/Business Case:** To provide for reimbursement of funds expended by the City of Three Rivers, including consultant acquisition, land, and closing costs. The land is needed for the extension of runway 09.

**Benefit:** The current runway length is not sufficient for aircraft using the runway, and the new extended length will meet these needs. The property acquisition is needed in order to control the runway protection zone (RPZ) and the approach to runway 09. The community will benefit from the additional runway length in that the airport will be able to accommodate heavier airport traffic and the existing air industrial park.

**Funding Source:** FAA Funds (via block grant) - \$217,326; State Restricted Aeronautics Funds - \$11,337; City of Three Rivers Funds - \$11,337; Contract Total - \$240,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** All costs for land acquisition are in accordance with CFR, Title 49, Part 24, Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.

**Selection:** N/A.

**New Project Identification:** This is a new project, although the land acquisition is needed for an existing facility.

**Zip Code:** 49093.

138. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0082) between MDOT and the City of White Cloud will provide federal and state grant funds for the land acquisition costs of parcels 3, 4, and 5 at the White Cloud Airport in White Cloud, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$215,000. Source of Funds: FAA Funds (via block grant) - \$204,250; State Restricted Aeronautics Funds - \$5,375; City of White Cloud Funds - \$5,375.

**Purpose/Business Case:** To provide funds for the purchase of parcels 3, 4, and 5, including relocation and closing costs. Runway 18/36 is being extended. As a result, the additional land is needed in order to control the future runway protection zone (RPZ) and building restriction areas.

**Benefit:** Acquiring these properties will help ensure clear approaches as well as maintaining safety by controlling the properties inside the RPZ and limiting any building obstructions inside the building restriction areas.

**Funding Source:** FAA Funds (via block grant) - \$204,250; State Restricted Aeronautics Funds - \$5,375; City of White Cloud Funds - \$5,375; Contract Total - \$215,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project required for an existing facility.

**Zip Code:** 49349.

139. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2005-0083) between MDOT and the Township of Bois Blanc will provide state grant funds for the land acquisition costs of parcels E7 and E8 at the Bois Blanc Island Airport in Pointe Aux Pins, Michigan. The contract will be in effect from the date of award through twenty years. The estimated project amount will be \$38,000. Source of Funds: State Restricted Aeronautics Funds - \$34,200; Township of Bois Blanc Funds - \$3,800.

**Purpose/Business Case:** The project includes the acquisition and closing costs for parcels E7 and E8, which are needed to protect the existing approaches as well as to control the runway protection zones for a future runway extension project.

**Benefit:** The airport and surrounding community will benefit from the acquisition of the easements by ensuring safe approaches and protecting the runway protection zones.

**Funding Source:** State Restricted Aeronautics Funds - \$34,200; Township of Bois Blanc Funds - \$3,800; Contract Total - \$38,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without state participation.

**Cost Reduction:** The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness and cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project at an existing facility.

**Zip Code:** 49775.

140. MULTI-MODAL (Aeronautics) - Environmental Assessment

Contract (2005-0096) between MDOT and the City of Allegan will provide federal and state grant funds for the performance of an environmental assessment associated with the extension of runway 10/28 and wetland mitigation site selection at the Padgham Field in Allegan, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$137,000. Source of Funds: FAA Funds (via block grant) - \$130,150; State Restricted Aeronautics Funds - \$3,425; City of Allegan Funds - \$3,425.

**Purpose/Business Case:** The project includes the performance of an environmental assessment in order to study the effects of the runway extension project on the environment and to determine the feasibility of a wetland site.

**Benefit:** The decision whether or not to proceed with the runway extension project depends on how it will effect the surrounding environment. The assessment will provide the basis for this decision.

**Funding Source:** FAA Funds (via block grant) - \$130,150; State Restricted Aeronautics Funds - \$3,425; City of Allegan Funds - \$3,425; Contract Total - \$137,000.



**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** All consultant contracts are reviewed by MDOT personnel for appropriateness and for any cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new environmental assessment at an existing facility.

**Zip Code:** 49010.

141. MULTI-MODAL (Aeronautics) - Design of Airport Improvements

Contract (2005-0097) between MDOT and the Otsego County Board of Commissioners will provide federal and state grant funds for the design of the rehabilitation and extension of runway 18/36, runway safety area grading, relocation of navigational aids, widening of taxiway A and A3, installation of a gate, and replacement of the medium intensity taxiway lights and for the performance of an environmental assessment for runway 18/36 at the Otsego County Airport in Gaylord, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$136,000. Source of Funds: FAA Funds (via block grant) - \$129,200; State Restricted Aeronautics Funds - \$3,400; Otsego County Funds - \$3,400.

**Purpose/Business Case:** The project includes design engineering services for the rehabilitation and extension of runway 18/36, runway safety area grading, relocation of navigational aids, widening of taxiway A and A3, installation of a gate, and replacement of the medium intensity taxiway lights and the performance of an environmental assessment for runway 18/36.

**Benefit:** Will provide for a design that will meet all federal and state safety and airport design standards.

**Funding Source:** FAA Funds (via block grant) - \$129,200; State Restricted Aeronautics Funds - \$3,400; Otsego County Funds - \$3,400; Contract Total - \$136,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and cost reductions.

**Selection:** N/A.

**New Project Identification:** The project is 60 percent rehabilitation of existing facilities and 40 percent new work.

**Zip Code:** 49734.

142. MULTI-MODAL (Aeronautics) - Sound Attenuation

Contract (2005-0103) between MDOT and the County of Oakland will provide federal and state grant funds for sound attenuation at the Oakland County International Airport in Pontiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$3,157,895. Source of Funds: FAA Funds (via block grant) - \$3,000,000; State Restricted Aeronautics Funds - \$78,947; Oakland County Funds - \$78,948.

**Purpose/Business Case:** To look at noise mitigation measures for approximately 100 residents located around the airport.

**Benefit:** Will provide noise protection for the residents surrounding the airport.

**Funding Source:** FAA Funds (via block grant) - \$3,000,000; State Restricted Aeronautics Funds - \$78,947; Oakland County Funds - \$78,948; Contract Total - \$3,157,895.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by MDOT personnel for appropriateness and cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project at an existing facility.

**Zip Code:** 48327.

143. TRANSPORTATION PLANNING - Master Planning Agreement

Authorization Revision (Z33/R1) under Master Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will add \$30,000 to the authorization to increase the coordination efforts and joint studies between SEMCOG and the Toledo Metropolitan Council of Governments this fiscal year. The original authorization provides for transportation planning activities at the local and regional levels. The authorization term remains unchanged, July 1, 2004, through June 30, 2005. The revised authorization amount will be \$100,240. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 81.85% Federal Highways Administration Funds and 18.15% SEMCOG Funds.

**Purpose/Business Case:** In compliance with Title 23 Section 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53 Sections 5303 and 5313, a Metropolitan Planning Organization (MPO) is designated for each urbanized area with a population of more than 50,000 by agreement between the governor and the units of general purpose local governments to carry out transportation planning activities.

**Benefit:** Will provide for funding for assistance in the undertaking of transportation planning activities at the local and regional levels.

**Funding Source:** 81.85% FHWA Funds and 18.15% SEMCOG Funds.

**Commitment Level:** The cost of this project is based on the federally-approved Unified Work Program (UWP) for each MPO statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The costs of projects are based on the budgeted amount in the current UWP for each MPO, and the work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Without assistance from the MPOs, this work would not be completed.

**Cost Reduction:** The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

**Selection:** N/A.

**New Project Identification:** This is an on-going project for transportation planning administrative grants.

**Zip Code:** 48226.

144. \*TRANSPORTATION PLANNING - Programs To Educate All Cyclists

Contract (2005-0038) between MDOT and Programs to Educate All Cyclists (PEAC), a non-profit organization, will provide for a safety and education program to enable individuals with disabilities to use their bicycles as transportation. The safety program includes instruction in basic skills, family rides, and after-school activities at several sites around the Detroit area for the spring, summer, fall, and winter sessions. Also included is the development of an initial assessment tool, which will determine the ability of individual riders. The assessment tool, or prototype, will be distributed by MDOT and PEAC for use nationally by similar organizations. This project was awarded to PEAC through the enhancement application process. The contract will be in effect from the date of award through December 31, 2006. The contract amount will be \$473,300. Source of Funds: 67% Federal Highway Administration Funds, 19% State Restricted Trunkline Funds, and 14% PEAC Funds.

**Purpose/Business Case:** The purpose of Programs to Educate All Cyclists (PEAC) is to enable individuals with disabilities to use their bicycles as transportation. Classes in safety and basic skills will be conducted at several locations in the Detroit metropolitan area during 2005 and 2006. The program will also provide an assessment tool to determine the cycling skills of individual riders. The assessment tool, or prototype, will be distributed nationally to similar organizations and programs.

**Benefit:** The program will provide some mobility and independence to individuals and children with disabilities. Also, it will increase safety for these individuals and the transportation system as a whole. The burden on the para-transit system, which provides subsidized transportation for individuals with disabilities, can be eased with this type of program.

**Funding Source:** 67% Federal Highway Administration Funds, 19% State Restricted Trunkline Funds, and 14% PEAC Funds. The project will be funded by the Enhancement Program, Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). There are four Michigan categories of projects eligible for Enhancement Program funding. One of the categories is Nonmotorized Transportation, which includes funding efforts for bicycling and pedestrian education programs. The specific federal category in the TEA-21 program is titled "Provision of Safety and Educational Activities for Pedestrians and Bicyclists."

**Commitment Level:** The contract cost is fixed at \$473,300. The contract amount was estimated based on both fixed and projected costs.

**Risk Assessment:** If this contract is not approved, many disabled individuals in the Detroit metropolitan area will lack the safety training and skills to ride bicycles. Many will have to rely on the public transit system for transportation if the project activities are not performed. Without development of the assessment tool, there will be no standard means to determine the independence disabled individuals should have while riding a bicycle.

**Cost Reduction:** A lower rate has not been negotiated. The proposal from PEAC was accepted.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48136.

145. \*TRANSPORTATION PLANNING - Jurisdictional Transfer

Memorandum of Understanding (2005-0075) between the MDOT and the St. Clair County Road Commission will transfer jurisdiction of a section of Old M-21 (12.1 miles total distance) from the St. Clair County west county line to M-19 to the St. Clair County Road Commission. Jurisdiction will transfer from MDOT to the County upon the date of award. This is a zero dollar MOU.

**Purpose/Business Case:** To transfer jurisdiction from MDOT to the St. Clair County Road Commission. Jurisdictional Transfer of old unsigned state trunkline under the authority of P.A. 296 of 1969.

**Benefit:** P.A. 51 of 1951 and other acts provide for MDOT to build new state trunklines or to realign existing ones; when this occurs, the old state trunkline no longer serves a state trunkline purpose. Jurisdictional transfers of old state trunklines to a county: (1) place the roadways at the correct level of responsibility in terms of how the roadways function for the local communities; and (2) free up future MDOT maintenance and improvement resources for signed state trunklines that serve a statewide purpose.

\* Denotes a non-standard contract/amendment

**Funding Source:** There are no funds associated with this MOU.

**Commitment Level:** This is a zero dollar MOU.

**Risk Assessment:** If the jurisdictional transfer does not occur, MDOT will retain a low-functioning/low-priority roadway on our inventory of state roads. Over time, the costs of retaining old unsigned roadways will far outweigh any contract cost of performing the jurisdictional transfer in the future (the current transfer is as-is - without cost - but if the transfer does not occur soon, the city may request renegotiation of terms and costs may accrue).

**Cost Reduction:** Once the contract is effective, MDOT will no longer have maintenance responsibility for the roadway.

**Selection:** N/A.

**New Project Identification:** The contract is for the as-is transfer of an existing roadway - no new construction or project is included in the contract.

**Zip Code:** 48079.

## **BID LETTING**

### **STATE PROJECTS**

146.	LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0502001	\$ 30,199,079.71	<b>\$ 28,329,086.11</b>
	PROJECT NH 25031-75247, ETC		
	LOCAL AGRMT. 04-5492, 04-5534	% OVER/UNDER EST.	
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 19, 2007		-6.19 %

6.87 mi of concrete pavement reconstruction, shoulder reconstruction, guardrail and drainage improvements, structure replacements (S07, S09), miscellaneous bridge rehabilitation (S03, S04, S05, S06) on US-23 from south of Thompson Road to I-75 in Fenton, Mundy, and Flint Townships, Genesee County.

15.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Interstate Highway Construction</b>	<b>\$ 28,329,086.11</b>	<b>Same</b>	<b>1 **</b>
John Carlo, Inc.	\$ 29,320,275.42	Same	2
Ajax Paving Industries, Inc.	\$ 29,662,582.50	Same	3
Six-S, Inc.	\$ 31,210,262.28	Same	4
Dan's Excavating, Inc.			
Angelo Iafrate Construction Company			
C.A. Hull Co., Inc.			
Posen Construction/Six-S, Inc.			
E. C. Korneffel Co.			
Anlaan Corporation			
Posen Construction, Inc.			
Walter Toebe Construction Co.			
Tony Angelo Cement Construction Comp			
Hardman Construction, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.



Kelcris Corporation

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The Passing Relief Lane Program provides motorists with a safe opportunity to pass slower moving vehicles on two-lane rural highways.

**Benefit:** Passing relief lanes reduce congestion and improve operations along two-lane rural highways. The congestion being addressed is the result of heavy vehicles traveling at slower speeds due to vertical grade or slow moving motorists (typically recreational) who are traveling within high traffic volumes or on roadways with limited passing opportunities.

**Funding Source:**

55205A

Grand Traverse County 4.18 %

State Restricted Trunkline Funds 95.82 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries due to lack of passing opportunities.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity.

**Selection:** Low bid.

**New Project Identification:** New construction.

**Zip Code:** 49684.

148.	LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0502003	\$ 5,866,628.05	\$ 6,418,279.42
	PROJECT ANH 82211-75186		
	LOCAL AGRMT. 04-5546, 04-5547		% OVER/UNDER EST.
	START DATE - APRIL 25, 2005		
	COMPLETION DATE - NOVEMBER 04, 2005		9.40 %

3.97 mi of cold milling and resurfacing, reconstruction and realignment, concrete curb and gutter repairs, sidewalk ramps, pavement repairs, pavement markings, signing and maintaining traffic (Fort Street) from Goddard Road to Schaefer Highway in the cities of Lincoln Park and Detroit, Wayne County.

15.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 6,418,279.42	Same	1 **
Cadillac Asphalt, LLC.	\$ 6,921,469.45	Same	2
Barrett Paving Materials, Inc.			
Angelo Iafrate Construction Company			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

75186A

City of Detroit	1.71 %
Federal Highway Administration Funds	80.66 %
City of Lincoln Park	1.73 %
State Restricted Trunkline Funds	15.90 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48146.

149.	LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0502005	\$ 6,010,010.85	\$ 5,618,505.03
	PROJECT MG 19061-46023, ETC		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 14, 2005		-6.51 %

13.50 mi of hot mix asphalt cold milling and resurfacing, intersection improvements, guardrail update, culvert extensions and replacements, and slope flattening on M-21 from the east village limit of Pewamo easterly to the westerly city limit of St. Johns, culvert replacement on M-21 over Waltz, Sturgis, Lyon, Dean, and Kneeland Drains and bridge replacement of B01 on M-21 over the Lost Creek in the city of St. Johns and village of Fowler, in Bengal, Bingham and Dallas Townships, Clinton County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Michigan Paving &amp; Materials Co.</b>	<b>\$ 5,618,505.03</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 5,715,550.99	Same	2
C & D Hughes, Inc.	\$ 5,980,130.39	Same	3
Kamminga & Roodvoets, Inc.	\$ 6,127,932.71	Same	4
Aggregate Industries-Central Region	\$ 8,762,774.45	Same	5
Central Asphalt, Inc.			
J.E. Kloote Contracting, Inc.			
Walter Toebe Construction Co.			
E.T. MacKenzie Company			
J. Slagter & Son Construction Co.			

\* Denotes a non-standard contract/amendment

C.A. Hull Co., Inc.  
 Milbocker and Sons, Inc.  
 Fisher Contracting Company  
 Davis Construction, Inc.  
 Anlaan Corporation  
 Prince Bridge & Marine, LTD  
 Nashville Construction Company  
 L. W. Lamb, Inc.  
 Hardman Construction, Inc.

## 5 Bidders

**Purpose/Business Case:** This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

### Funding Source:

46023A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	
53263A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
72729A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48835.

150.	LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0502018	\$ 5,222,044.86	\$ 3,490,232.59
	PROJECT NH 36022-60292		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 03, 2006		-33.16 %

2.21 mi of hot mix asphalt roadway reconstruction, relocation, culverts, permanent signs, and wetland mitigation on US-2 from west of East Lake Emily Road easterly to east of Oss Road in Bates and Crystal Falls Townships, Iron County.



BIDDER	AS-READ	AS-CHECKED	
<b>Bacco Construction Company</b>	<b>\$ 3,490,232.59</b>	<b>Same</b>	<b>1 **</b>
M & M Excavating Co., Inc.	\$ 4,545,030.63	Same	2
Oberstar, Inc.	\$ 4,676,009.94	Same	3
Thomas J. Moyle, Jr., Inc.	\$ 4,948,077.13	Same	4
Hebert Construction Company	\$ 5,186,964.48	Same	5
A. Lindberg & Sons, Inc.	\$ 5,636,511.26	Same	6
Zenith Tech, Inc.			
Fisher Contracting Company			

6 Bidders

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

60292A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49935.

151. LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
PROPOSAL 0502019	\$ 13,185,366.85	\$ 15,529,295.88
PROJECT BHI 58151-72832, ETC		
LOCAL AGRMT.	% OVER/UNDER EST.	
START DATE - 10 days after award		
COMPLETION DATE - NOVEMBER 01, 2005		17.78 %

15.24 mi of concrete pavement repairs, 23.52 mi of diamond grinding and twenty-five (25) bridge rehabilitations on I-75 from the Ohio state line northerly to Dixie Highway in the city of Monroe, in the townships of Berlin, Erie, LaSalle, Monroe, and Frenchtown, Monroe County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Posen Construction, Inc.</b>	<b>\$ 15,529,295.88</b>	<b>Same</b>	<b>1 **</b>
C.A. Hull Co., Inc.	\$ 15,593,682.28	Same	2
Midwest Bridge Company	\$ 15,884,200.74	Same	3
Walter Toebe Construction Co.	\$ 20,476,804.15	Same	4
Anlaan Corporation	\$ 21,416,610.23	Same	5
J. Slagter & Son Construction Co.	\$ 21,673,741.28	Same	6
Dan's Excavating, Inc.			
E. C. Korneffel Co.			

#### 6 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

#### **Funding Source:**

72832A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
75918A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
75929A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
76133A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
78296A		
Federal Highway Administration Funds	90.00 %	
State Restricted Trunkline Funds	10.00 %	
78895A		
Federal Highway Administration Funds	90.00 %	
State Restricted Trunkline Funds	10.00 %	

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48161.

152.	LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 050201	\$ 4,716,958.25	\$ 4,286,354.68
	PROJECT MG 30041-50715		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 28, 2005		-9.13 %

\* Denotes a non-standard contract/amendment

10.506 mi of cold milling and hot mix asphalt resurfacing, intersection improvements, culvert extensions, ditching, upgrading guardrail and restoration on M-34 from M-99 easterly to US-127, in Jefferson and Pittsford Townships, Hillsdale County.

12.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Gerken Paving, Inc.</b>	<b>\$ 4,286,354.68</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving & Materials Co.	\$ 4,498,090.56	Same	2

2 Bidders

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

50715A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49271.

153.	LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0502022	\$ 5,552,580.35	\$ 5,777,914.59
	PROJECT BRT 77011-60338, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 13, 2005		4.06 %

9.4 mi of cold milling and hot mix asphalt resurfacing and structure replacement (B01 of 77011) on M-19 from Ashery Creek northerly to north of Bryce Road (gap out I-69 Interchange) in the city of Memphis, the village of Emmett, the townships of Richmond, Riley, and Emmett in Macomb and St. Clair Counties.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>John Carlo, Inc.</b>	<b>\$ 5,781,329.59</b>	<b>\$ 5,777,914.59</b>	<b>1 **</b>
Ajax Paving Industries, Inc.	\$ 5,940,337.04	Same	2
Dan's Excavating, Inc.	\$ 6,277,071.32	Same	3
Ace Asphalt & Paving Co.			
Posen Construction, Inc.			
Davis Construction, Inc.			
Fisher Contracting Company			
E. C. Korneffel Co.			
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
Anlaan Corporation			
Cadillac Asphalt, LLC.			
Walter Toebe Construction Co.			
Prince Bridge & Marine, LTD			

3 Bidders

**Purpose/Business Case:** This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

60338A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

60441A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48041.

154.	LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0502023	\$ 927,362.83	\$ 1,135,003.55
	PROJECT MG 41025-79080, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 04, 2005		
	COMPLETION DATE - JULY 29, 2005		22.39 %

Emergency heat straightening of damaged beams and partial cleaning and coating, deep concrete overlay and spot painting on S11, deep concrete overlay, substructure repair and spot painting on S12 and S13 on M-21 over I-96 in Grand Rapids Township, Kent County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>J. Slagter &amp; Son Construction Co.</b>	<b>\$ 1,135,003.55</b>	<b>Same</b>	<b>1 **</b>
Anlaan Corporation	\$ 1,178,768.91	Same	2
C.A. Hull Co., Inc.	\$ 1,209,695.07	Same	3
L. W. Lamb, Inc.	\$ 1,224,455.68	Same	4
Midwest Bridge Company	\$ 1,274,346.23	Same	5
Abhe & Svoboda, Inc.			
Walter Toebe Construction Co.			
Prince Bridge & Marine, LTD			

5 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

79080A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

80739A

State Restricted Trunkline Funds	100 %
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**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49504.

155. LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
PROPOSAL 0502024	\$ 1,793,847.32	\$ 1,890,679.73
PROJECT M 66023-72826		
LOCAL AGRMT.	% OVER/UNDER EST.	
START DATE - JUNE 01, 2005		
COMPLETION DATE - AUGUST 13, 2005		5.40 %

20.70 mi of hot mix asphalt resurfacing, hot mix asphalt cold milling and resurfacing, aggregate shoulders, approach surfacing, and pavement markings on M-28 from the town of Ewen easterly to Trout Creek and from west of the town of Sidnaw easterly to the Houghton/Baraga County line in the townships of Interior, Stannard, McMillan and Duncan, Ontonagon and Houghton Counties.

BIDDER	AS-READ	AS-CHECKED	
<b>Mathy Construction Company</b>	<b>\$ 1,890,679.73</b>	<b>Same</b>	<b>1 **</b>
Payne & Dolan, Inc.	\$ 2,083,874.85	Same	2
Bacco Construction Company	\$ 2,125,900.52	Same	3

### 3 Bidders

**Purpose/Business Case:** The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

**Benefit:** To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

**Funding Source:**

72826A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49925 Region-wide.

156.	LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0502025	\$ 967,110.54	\$ 944,222.56
	PROJECT BRT 52043-74454		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - JUNE 13, 2005		
	COMPLETION DATE - AUGUST 20, 2005		-2.37 %

0.52 mi of hot mix asphalt roadway reconstruction, bridge removal and culvert placement on US-41, from north of the Alger County line northerly in Skandia Township, Marquette County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Associated Constructors, LLC</b>	<b>\$ 944,222.56</b>	<b>Same</b>	<b>1 **</b>
Oberstar, Inc.	\$ 952,047.46	Same	2
A. Lindberg & Sons, Inc.	\$ 986,243.10	Same	3
Hebert Construction Company	\$ 1,087,053.16	Same	4
Bacco Construction Company	\$ 1,141,688.56	Same	5
Zenith Tech, Inc.			
Fisher Contracting Company			

#### 5 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

74454A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49885.

157. LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
PROPOSAL 0502027	\$ 525,235.24	\$ 482,299.10
PROJECT STE 63041-58205		
LOCAL AGRMT. 03-5359		% OVER/UNDER EST.
START DATE - JUNE 20, 2005		
COMPLETION DATE - AUGUST 05, 2005		-8.17 %

Construction of 1.47 mi of a multi-use path on the north side of M-59 from Livingston Road to east of Milford Road in Highland Township, Oakland County.

BIDDER		AS-READ	AS-CHECKED	
<b>Commerce Construction &amp; Landscaping</b>	<b>\$</b>	<b>483,564.10</b>	<b>\$</b>	<b>482,299.10</b> <b>1 **</b>
The Oakland Excavating Company	\$	484,130.11		Same 2
Florence Cement Company	\$	487,866.81		Same 3
V.I.L. Construction, Inc.	\$	496,011.83		Same 4
Pro-Line Asphalt Paving Corp.	\$	512,888.76	\$	512,988.76 5
Cadillac Asphalt, LLC.	\$	531,813.63		Same 6
L.J. Construction, Inc.	\$	542,248.95		Same 7
Peter A. Basile Sons, Inc.	\$	557,982.71		Same 8
Coop-Arz Excavating, LLC.	\$	580,040.72		Same 9
Heystek Contracting Inc.	\$	585,952.13		Same 10
Summit Transport, Inc.	\$	599,891.51		Same 11
Fonson, Inc.	\$	625,168.58		Same 12
ABC Paving Company	\$	696,313.00	\$	703,519.39 13
Eastlund Concrete Construction, Inc.				
C & D Hughes, Inc.				
L. D'Agostini & Sons, Inc.				
Zito Construction Co.				
Dan's Excavating, Inc.				

13 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

**Benefit:** Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

58205A

Federal Highway Administration Funds	79.00 %
Highland Township	21.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

**Selection:** Low bid.

**New Project Identification:** New Construction.

**Zip Code:** 48357.

158. LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
PROPOSAL 0502028	\$ 6,756,698.79	\$ 7,127,493.75
PROJECT NH 77032-55660, ETC		
LOCAL AGRMT. 04-5550		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - SEPTEMBER 17, 2005		5.49 %

\* Denotes a non-standard contract/amendment



1.92 mi of hot mix asphalt cold milling and resurfacing, watermain reconstruction, partial reconstruct of sanitary sewer and streetscape and Pocket Park improvements on I-94BL (Dove Road/Reid Avenue) to Water Street (Military Street and Electric Street) and I-94BL (Military Street) from Court Street to Quay Street in the city of Port Huron, St. Clair County.

15.00 % DBE participation required

BIDDER	ORIGINAL A	AS-CHECKED A	
<b>Boddy Construction Company, Inc.</b>	<b>\$ 7,133,269.75</b>	<b>\$ 7,127,493.75</b>	<b>1 **</b>
Dan's Excavating, Inc.	\$ 7,431,065.11	Same	2
Angelo Iafrate Construction Company	\$ 8,223,267.14	Same	3
Pamar Enterprises, Inc.	\$ 9,335,501.69	Same	4
Ron Bretz Excavating, Inc.	\$ 8,961,442.94	Same	5
Raymond Excavating Company	\$ 9,872,879.80	Same	6
Six-S, Inc.	\$ 8,299,913.51	Same	7
L. D'Agostini & Sons, Inc.			
Ajax Paving Industries, Inc.			
Florence Cement Company			
Fisher Contracting Company			
John Carlo, Inc.			
Zito Construction Co.			

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane Rental	
<b>Boddy Construction Company, Inc.</b>	<b>\$ 7,349,269.75</b>	<b>\$ 7,343,493.75</b>	<b>1 **</b>
Dan's Excavating, Inc.	\$ 7,731,065.11	Same	2
Angelo Iafrate Construction Compan	\$ 8,996,067.14	Same	3
Pamar Enterprises, Inc.	\$ 9,385,501.69	Same	4
Ron Bretz Excavating, Inc.	\$ 9,961,442.94	Same	5
Raymond Excavating Company	\$ 10,572,879.80	Same	6
Six-S, Inc.	\$ 10,987,813.51	Same	7
L. D'Agostini & Sons, Inc.			
Ajax Paving Industries, Inc.			
Florence Cement Company			
Fisher Contracting Company			
John Carlo, Inc.			
Zito Construction Co.			

7 Bidders

**NOTE:** The ORIGINAL A+Lane Rental bid total is used to determine the low bidder.

The ORIGINAL A bid total reflects the actual contract price.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is a combination of Road Preservation and Enhancement. The Road Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Transportation Enhancement Program is included in TEA-21, which sets aside funding for

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

## 55660A

81204A

**Zip Code:** 48060.

- 8.888 mi of hot mix asphalt resurfacing, drainage structure improvements, curb and gutter replacement on M-36 from west of Dexter Trail easterly to east of Meech Road and 0.42 mi of hot mix asphalt surface removal and resurfacing, drainage improvements, curb and gutter replacement on M-36 from west of Dakin Road to east of Chestnut Street in Vevay, Ingham and White Oak Townships, in the village of Dansville, Ingham County.

### 3 Bidders

**Purpose/Business Case:** The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

**Benefit:** To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

**Funding Source:**

79791A

State Restricted Trunkline Funds 100 %

M60575

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48891.

160.	LETTING OF FEBRUARY 04, 2005 PROPOSAL 0502030 PROJECT STH 63022-76051 LOCAL AGRMT. 04-5503 START DATE - 10 days after award COMPLETION DATE - AUGUST 10, 2005	ENG. EST. \$ 855,156.41	LOW BID \$ 730,094.70
			% OVER/UNDER EST.
			-14.62 %

0.40 mi of ramp widening and reconstruction, concrete repairs, drainage work, signing, pavement markings, guardrail construction and turf establishment on I-96 westbound exit ramp to Novi Road in the city of Novi, Oakland County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Angelo Iafrate Construction Company</b>	<b>\$ 730,094.70</b>	<b>Same</b>	<b>1 **</b>
Tony Angelo Cement Construction Comp	\$ 786,070.60	Same	2
Peter A. Basile Sons, Inc.	\$ 789,322.53	Same	3
Dan's Excavating, Inc.	\$ 789,682.36	Same	4
Florence Cement Company	\$ 804,965.30	Same	5
Coop-Arz Excavating, LLC.	\$ 899,451.70	Same	6
Six-S, Inc.	\$ 932,343.79	Same	7
Waterland Trucking Service, Inc.			
Causie Contracting, Inc.			
Snowden, Inc.			
Kelcris Corporation			
ABC Paving Company			
The Oakland Excavating Company			
DeAngelis Landscape, Inc.			
Fonson, Inc.			

7 Bidders

\* Denotes a non-standard contract/amendment

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

76051A

Federal Highway Administration Funds	90.00 %
City of Novi	1.00 %
State Restricted Trunkline Funds	9.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48377.

161.	LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0502031	\$ 677,199.55	\$ 654,526.07
	PROJECT M 32032-56939		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - AUGUST 29, 2005		
	COMPLETION DATE - SEPTEMBER 30, 2005		-3.35 %

7.59 mi of hot mix asphalt overlay, joint repair and pavement markings on M-53, north of M-142 (north junction) northerly to Kinde Road in the townships of Verona, Colfax, Lincoln and Meade, Huron County.

BIDDER		AS-READ	AS-CHECKED	
<b>Saginaw Asphalt Paving Company</b>	\$	<b>654,526.07</b>	<b>Same</b>	<b>1 **</b>
Pyramid Paving & Contracting	\$	686,592.02	Same	2
Albrecht Sand & Gravel Co.				

2 Bidders

**Purpose/Business Case:** The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

**Benefit:** To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

**Funding Source:**

56939A

State Restricted Trunkline Funds	100 %
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**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final

\* Denotes a non-standard contract/amendment





**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.  
**Selection:** Low bid.  
**New Project Identification:** Reconstruction.  
**Zip Code:** 48188.

164. LETTING OF FEBRUARY 04, 2005 ENG. EST. LOW BID  
 PROPOSAL 0502034 \$ 807,489.76 \$ 899,233.98  
 PROJECT STG 84912-79997  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - DECEMBER 01, 2005 11.36 %

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Antrim, Benzie, Charlevoix, Grand Traverse, Kalkaska, Leelanau, Lake, Manistee, Mason, Missaukee, Osceola, and Wexford Counties.

BIDDER	AS-READ	AS-CHECKED	
P.K. Contracting, Inc.	\$ 899,233.98	Same	1 **
Clark Highway Services, Inc.	\$ 1,042,957.81	Same	2
R. S. Contracting, Inc.	\$ 1,081,641.00	Same	3

3 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

79997A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49684 Transportation Service Center (TSC)-wide.

165. LETTING OF FEBRUARY 04, 2005 ENG. EST. LOW BID  
 PROPOSAL 0502035 \$ 167,295.00 \$ 195,476.00  
 PROJECT STG 84914-79999  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 01, 2005 16.85 %

Application of special pavement markings on various state trunkline routes in Arenac, Bay, Clare, Genesee, Gladwin, Gratiot, Huron, Isabella, Lapeer, Midland, Saginaw, Sanilac and Tuscola Counties.

BIDDER	AS-READ	AS-CHECKED	
<b>P.K. Contracting, Inc.</b>	<b>\$ 195,476.00</b>	<b>Same</b>	<b>1 **</b>
R. S. Contracting, Inc.	\$ 227,697.20	Same	2
Clark Highway Services, Inc.	\$ 410,970.00	Same	3

3 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

79999A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48601.

166.	LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0502036	\$ 518,290.34	\$ 604,055.94
	PROJECT STG 84912-79994		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 01, 2005		16.55 %

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Cheboygan, Crawford, Emmet, Ogemaw, Otsego and Roscommon Counties.

BIDDER	AS-READ	AS-CHECKED	
<b>P.K. Contracting, Inc.</b>	<b>\$ 604,055.94</b>	<b>Same</b>	<b>1 **</b>
Clark Highway Services, Inc.	\$ 615,791.83	Same	2
R. S. Contracting, Inc.	\$ 656,796.70	Same	3

3 Bidders



**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

79994A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49738 TSC-wide.

167. LETTING OF FEBRUARY 04, 2005 ENG. EST. LOW BID  
 PROPOSAL 0502037 \$ 1,133,496.27 \$ 1,335,389.66  
 PROJECT STG 84911-79996  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - DECEMBER 01, 2005 17.81 %

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes in Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinac, Marquette, Menominee, Ontonagan and Schoolcraft Counties.

BIDDER	AS-READ	AS-CHECKED	
Clark Highway Services, Inc.	\$ 1,335,389.66	Same	1 **
P.K. Contracting, Inc.	\$ 1,376,577.54	Same	2
R. S. Contracting, Inc.			

2 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

79996A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.  
**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.  
**Selection:** Low bid.  
**New Project Identification:** Reconstruction.  
**Zip Code:** 49829 Region-wide.

168. LETTING OF FEBRUARY 04, 2005 ENG. EST. LOW BID  
 PROPOSAL 0502038 \$ 1,212,920.00 \$ 1,455,283.90  
 PROJECT STG 84914-79998  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - DECEMBER 01, 2005 19.98 %

Application of longitudinal pavement markings on various state trunkline routes in Arenac, Bay, Clare, Genesee, Gladwin, Gratiot, Huron, Isabella, Lapeer, Midland, Saginaw, Sanilac and Tuscola Counties.

BIDDER	AS-READ	AS-CHECKED	
P.K. Contracting, Inc.	\$ 1,455,283.90	Same	1 **
Clark Highway Services, Inc.	\$ 1,568,366.60	Same	2
R. S. Contracting, Inc.	\$ 1,652,200.00	Same	3

3 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

79998A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48601 Region-wide.

169. LETTING OF FEBRUARY 04, 2005 ENG. EST. LOW BID  
 PROPOSAL 0502039 \$ 1,158,107.78 \$ 1,165,184.35  
 PROJECT M 03035-79766, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - MAY 16, 2005  
 COMPLETION DATE - JUNE 24, 2005 0.61 %

\* Denotes a non-standard contract/amendment

20.09 mi of overband crack fill and microsurfacing on I-196 eastbound from US-31 to Ottawa County line, westbound from M-40 to Ottawa County line, M-89 from the west city limits to the east city limits of Fennville, US-131BR/M-60 from US-131 to 4th Street and from the M-60 junction to US-131, US-12 from Klinger Lake Road to US-12 and M-66 from the Indiana state line north to US-12 in the cities of Fennville, Sturgis and Three Rivers, townships of Laketown, Fillmore, Manlius, Clyde, Fabius, Lockport, and Sturgis, Allegan and St. Joseph Counties.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED
<b>Terry Construction, Inc.</b>	<b>\$ 1,165,184.35</b>	<b>Same 1 **</b>
Strawser Incorporated	\$ 1,297,473.38	Same 2
Fahrner Asphalt Sealers, Inc.		

2 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

79766A		
State Restricted Trunkline Funds	100	%
79768A		
State Restricted Trunkline Funds	100	%
79785A		
State Restricted Trunkline Funds	100	%
79792A		
State Restricted Trunkline Funds	100	%
79797A		
State Restricted Trunkline Funds	100	%

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49424 TSC-wide.

170.	LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0502040	\$ 1,097,994.36	\$ 1,221,778.96
	PROJECT NH 41061-79322		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 06, 2005		
	COMPLETION DATE - OCTOBER 14, 2005		11.27 %

\* Denotes a non-standard contract/amendment

5.251 mi of hot mix asphalt cold milling and resurfacing on M-11 from east of I-96 to north of M-45 and on M-45 from the Kent/Ottawa County line to east of Menzana Drive in the city of Walker, Wright and Tallmadge Townships, Kent and Ottawa Counties.

A 2005 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 1,221,778.96</b>	<b>Same</b>	<b>1 **</b>
Aggregate Industries-Central Region	\$ 1,285,223.75	Same	2
Michigan Paving & Materials Co.	\$ 1,517,646.84	Same	3

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

79322A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49544.

171. LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
PROPOSAL 0502041	\$ 803,753.50	\$ 768,012.04
PROJECT NH 24012-79859		
LOCAL AGRMT.	% OVER/UNDER EST.	
START DATE - SEPTEMBER 12, 2005		
COMPLETION DATE - OCTOBER 14, 2005		-4.45 %

8.896 mi of hot mix asphalt cold milling and resurfacing on US-31 from north of M-68 northerly to Douglas Lake Road in the villages of Alanson and Pellston, in Littlefield, McKinley and Maple Ridge Townships, Emmet County.

A 2005 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER		AS-READ	AS-CHECKED	
<b>H &amp; D, Inc.</b>	\$	<b>768,012.04</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$	819,408.22	Same	2
Payne & Dolan, Inc.	\$	866,130.26	Same	3

### 3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

79859A

Federal Highway Administration Funds	81.15 %
State Restricted Trunkline Funds	18.85 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49706.

172. LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
PROPOSAL 0502042	\$ 948,572.38	\$ <b>829,340.47</b>
PROJECT IM 82022-79700		
LOCAL AGRMT. 04-5548		% OVER/UNDER EST.
START DATE - JULY 20, 2005		
COMPLETION DATE - NOVEMBER 01, 2005		-12.57 %

5.55 mi of hot mix asphalt cold milling and resurfacing on I-94, eastbound from Wayne Road to Beech Daly Road in the cities of Romulus and Taylor, Wayne County.

A 2005 capital preventive maintenance project.

15.00 % DBE participation required

BIDDER		AS-READ	AS-CHECKED	
<b>Ajax Paving Industries, Inc.</b>	\$	<b>829,340.47</b>	<b>Same</b>	<b>1 **</b>
Barrett Paving Materials, Inc.	\$	840,993.97	Same	2
Cadillac Asphalt, LLC.	\$	899,040.70	Same	3

### 3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

79700A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	9.73 %
City of Taylor	0.27 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48174.

173.	LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0502043	\$ 1,113,121.61	\$ 955,307.55
	PROJECT NH 20014-79861		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - SEPTEMBER 12, 2005		
	COMPLETION DATE - OCTOBER 14, 2005		-14.18 %

9.621 mi of hot mix asphalt surfacing and hot mix asphalt cold milling on I-75 southbound from US-127 to north of M-93 in Beaver Creek and Grayling Townships, Crawford County.

A 2005 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 955,307.55</b>	<b>Same</b>	<b>1 **</b>
H & D, Inc.	\$ 1,112,999.99	Same	2
Bolen Asphalt Paving, Inc.	\$ 1,216,461.60	Same	3
Pyramid Paving & Contracting	\$ 1,281,742.54	Same	4
Payne & Dolan, Inc.			

4 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

\* Denotes a non-standard contract/amendment

**Funding Source:**

79861A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49738.

174. LETTING OF FEBRUARY 04, 2005 ENG. EST. LOW BID  
 PROPOSAL 0502044 \$ 2,648,963.96 \$ 2,213,275.91  
 PROJECT NH 82061-79697, ETC  
 LOCAL AGRMT. 04-5535, 04-5536 % OVER/UNDER EST.  
 START DATE - JULY 15, 2005  
 COMPLETION DATE - OCTOBER 30, 2005 -16.45 %

2.83 mi of hot mix asphalt cold milling and resurfacing and concrete pavement restoration on US-12 (Michigan Avenue) from Henry Ruff Road to Gulley Road in the cities of Inkster and Dearborn Heights, Wayne County

A 2005 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Florence Cement Company</b>	<b>\$ 2,213,275.91</b>	<b>Same</b>	<b>1 **</b>
Six-S, Inc.	\$ 2,191,428.40	Same	REJ
Kelcris Corporation	\$ 2,283,009.90	Same	2
Causie Contracting, Inc.	\$ 2,639,122.23	Same	3
Ajax Paving Industries, Inc.			
Snowden, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

79697A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

79769A

City of Dearborn Heights	0.16 %
Federal Highway Administration Funds	81.85 %
City of Inkster	1.42 %
State Restricted Trunkline Funds	16.57 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48141.

175.	LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0502045	\$ 616,466.93	\$ 544,416.00
	PROJECT MG 34021-53282		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - SEPTEMBER 12, 2005		
	COMPLETION DATE - OCTOBER 07, 2005		-11.69 %

9.537 mi of hot mix asphalt overlay and shoulders on M-50 from the west Ionia County line to west of Washington Boulevard in the village of Lake Odessa, in Campbell and Odessa Townships, Ionia County.

A 2005 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER		AS-READ	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$</b>	<b>544,416.00</b>	<b>Same</b>	<b>1 **</b>
Aggregate Industries-Central Region	\$	575,517.25	Same	2
Michigan Paving & Materials Co.	\$	591,981.25	Same	3

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

53282A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %



**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48849.

176. LETTING OF FEBRUARY 04, 2005  
 PROPOSAL 0502046 \$ ENG. EST. 750,932.46 \$ LOW BID 621,009.17  
 PROJECT MG 11052-79858  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JUNE 06, 2005  
 COMPLETION DATE - JULY 22, 2005 -17.30 %

7.01 mi of cold milling and hot mix asphalt resurfacing on M-139 from Hinchman Road to the St Joseph River in Oronoko, Royalton, and Benton Townships, Berrien County.

A 2005 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER		AS-READ	AS-CHECKED	
Consumers Asphalt Company	\$	621,009.17	Same	1 **
Michigan Paving & Materials Co.	\$	631,266.50	Same	2

2 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

79858A

Federal Highway Administration Funds 81.85 %

State Restricted Trunkline Funds 18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49085.

177. LETTING OF FEBRUARY 04, 2005  
 PROPOSAL 0502047 ENG. EST. LOW BID  
 \$ 534,356.55 \$ 548,363.05  
 PROJECT STH 21022-79142, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JULY 11, 2005  
 COMPLETION DATE - SEPTEMBER 30, 2005 2.62 %

0.84 mi of removing crossovers, constructing new directional crossovers, new left turn lanes and intersection reconstruction and railroad approach reconstruction on US-2/US-41 at the Delta Avenue and Michigan Avenue intersections and the Canadian National/Wisconsin Central Railroad in the city of Gladstone, Delta County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Snowden, Inc.</b>	<b>\$ 548,363.05</b>	<b>Same</b>	<b>1 **</b>
Bacco Construction Company	\$ 625,052.78	Same	2
Causie Contracting, Inc.			
Kelcris Corporation			

2 Bidders

**Purpose/Business Case:** This project is a combination of two programs: The Traffic and Safety Program and The Railroad Crossing Program. The Traffic and Safety program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments. The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company.

**Benefit:** The treatments established for this project will reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

79142A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

81264A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries if these safety treatments are not applied. Also, greater risk of damage to vehicles and increased complaints from the motoring public. In addition, loss of dedicated Federal funding for grade crossings due to underutilization.

**Cost Reduction:** Reduced motorist incidents of car/train accidents, operating costs with increased safety, efficiency, and capacity, and vehicle maintenance costs.

**New Project Identification:** Reconstruction of existing railroad crossing.  
**Zip Code:** 49837.

0.960 mi of full depth concrete pavement repairs, concrete joint and crack sealing, intermediate and joint concrete spall repairs and cold milling and resurfacing portions of mainline and shoulders on M-57 from Carson City west limits easterly to west of the Montcalm/Gratiot County line, in the village of Carson City, in Bloomer Township, Montcalm County.

BIDDER	AS-READ	AS-CHECKED
<b>Causie Contracting, Inc.</b>	<b>\$ 351,179.42</b>	<b>Same 1 **</b>
Kelcris Corporation	\$ 399,729.56	Same 2
Eastlund Concrete Construction, Inc.	\$ 471,261.08	Same 3
Central Asphalt, Inc.		
Northern Construction Services, Corp		
Snowden, Inc.		
Florence Cement Company		

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48811.



A 2005 highway preventive maintenance project.

BIDDER		AS-READ		AS-CHECKED	
<b>Terry Construction, Inc.</b>	\$	<b>367,680.69</b>		<b>Same</b>	<b>1 **</b>
Strawser Incorporated	\$	381,115.92		Same	2
Municipal Construction Inc.	\$	411,158.13	\$	411,158.12	3
Fahrner Asphalt Sealers, Inc.					

2 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

80155A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49881 Region-wide.

181. LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
PROPOSAL 0502052	\$ 195,965.70	\$ 204,149.00
PROJECT M 51011-79406		
LOCAL AGRMT.	% OVER/UNDER EST.	
START DATE - 10 days after award		
COMPLETION DATE - MAY 20, 2005		4.18 %

4.38 mi of concrete pavement repair and miscellaneous crack sealing, and slurry sealing, on US-31 from north of the south Manistee County line to south of Merkey Road, and on US-10 from east of Pere Marquette Highway to east of Brye Road, in the townships of Filer, Pere Marquette and Amber, Manistee and Mason Counties.

A 2005 highway preventive maintenance project.

BIDDER		AS-READ		AS-CHECKED	
<b>Causie Contracting, Inc.</b>	\$	<b>204,149.00</b>		<b>Same</b>	<b>1 **</b>
Kelcris Corporation	\$	207,504.25		Same	2
Snowden, Inc.					
Florence Cement Company					

2 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

79406A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49660.

182. LETTING OF FEBRUARY 04, 2005 ENG. EST. LOW BID  
 PROPOSAL 0502053 \$ 77,548.00 \$ 52,527.33  
 PROJECT M 10032-79029, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - AUGUST 01, 2005  
 COMPLETION DATE - 7 working days -32.26 %

12.49 mi of overband crack fill on US-31 from the Benzie/Grand Traverse County line west to Reynolds Road, south of Moss Road to the Betsie River Bridge, and M-115 from west of Bridge Street to east of Outlet Road in the city of Frankfort, villages of Benzonia and Beulah, in Inland, Benzonia, and Crystal Lake Townships, Benzie County.

A 2005 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
<b>Interstate Sealant &amp; Concrete, Inc.</b>	<b>\$ 52,527.33</b>	<b>Same</b>	<b>1 **</b>
D & D Contracting, Inc.	\$ 53,682.03	Same	2
Scodeller Construction, Inc.	\$ 67,700.60	Same	3
Municipal Construction Inc.	\$ 92,683.00	Same	4
Fahrner Asphalt Sealers, Inc.	\$ 133,770.78	Same	5
Michigan Joint Sealing, Inc.			

5 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

\* Denotes a non-standard contract/amendment

**Funding Source:**

79029A

State Restricted Trunkline Funds

100 %

79052A

State Restricted Trunkline Funds

100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49616.

183.	LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0502054	\$ 239,131.54	\$ 232,980.49
	PROJECT M 55012-80216		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 14, 2005	-2.57 %	

1.64 mi of hot mix asphalt cold milling and resurfacing on US-41, and US-2/US-41 from East Road northeasterly to east of Balsam Lane in the village of Powers, Spalding Township, Menominee County.

A 2005 highway preventive maintenance project.

BIDDER		AS-READ	AS-CHECKED	
<b>Bacco Construction Company</b>	\$	<b>232,980.49</b>	<b>Same</b>	<b>1 **</b>
Payne & Dolan, Inc.	\$	267,591.13	Same	2

2 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

80216A

State Restricted Trunkline Funds

100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49874.

\* Denotes a non-standard contract/amendment





1.53 mi of hot mix asphalt cold milling and resurfacing with shoulder trenching including shoulder widening for driveway and road approaches on US-31BR (Whitehall Road) from north of Stanton Boulevard to north of Fruitvale Road and on US-31BR (Fruitvale Road) from Whitehall Road to east of Whitehall Road in the village of Montague, in Montague Township, Muskegon County.

A 2005 highway preventive maintenance project.

BIDDER		AS-READ	AS-CHECKED	
<b>Omans Contracting, Inc.</b>	\$	<b>298,092.46</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$	299,944.07	Same	2
Michigan Paving & Materials Co.	\$	307,880.48	Same	3
Aggregate Industries-Central Region	\$	378,931.10	Same	4

4 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

79522A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49437.

186. LETTING OF FEBRUARY 04, 2005 ENG. EST. LOW BID  
 PROPOSAL 0502058 \$ 253,910.00 \$ **276,674.80**  
 PROJECT M 75022-80218  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 15, 2005 8.97 %

4.886 mi of overband crack fill and microsurfacing on M-94 from 5th Street easterly and southerly to US-2, then on US-2 from the bridge over the Manistique River easterly to the bridge over the Canadian National Railroad in the city of Manistique and Manistique Township, Schoolcraft County.

A 2005 highway preventive maintenance project.

\* Denotes a non-standard contract/amendment

BIDDER		AS-READ	AS-CHECKED	
<b>Terry Construction, Inc.</b>	\$	<b>276,674.80</b>	<b>Same</b>	<b>1 **</b>
Municipal Construction Inc.	\$	278,088.60	Same	2
Strawser Incorporated	\$	349,840.53	Same	3
Fahrner Asphalt Sealers, Inc.				

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

80218A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49854.

187. LETTING OF FEBRUARY 04, 2005  
PROPOSAL 0502059 \$ ENG. EST. LOW BID  
\$ 137,015.45 \$ 117,252.00  
PROJECT M 17034-M00204  
LOCAL AGRMT. % OVER/UNDER EST.  
START DATE - 10 days after award  
COMPLETION DATE - JUNE 01, 2005 -14.42 %

Upgrade of the Sault Ste. Marie International Bridge (U.S. portion) electrical supply and installation of one standby power generator located in the vicinity of pier 18R in the city of Sault Ste. Marie, Chippewa County.

BIDDER		AS-READ	AS-CHECKED	
<b>Windemuller Electric, Inc.</b>	\$	<b>117,252.00</b>	<b>Same</b>	<b>1 **</b>
DVT Electric, Inc	\$	130,695.00	Same	2
J. Ranck Electric, Inc.	\$	132,431.00	Same	3
Roy Electric Company, Inc.	\$	137,287.50	Same	4
S & T Electrical International, Inc.	\$	169,333.13	Same	5
Top Rail Electric Company				
John R. Howell, Inc.				
Trans Tech Electric LP				

5 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M00204

International Bridge Authority 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49783.

188. LETTING OF FEBRUARY 04, 2005 ENG. EST. LOW BID  
 PROPOSAL 0502061 \$ 654,180.06 \$ **621,673.93**  
 PROJECT MG 41012-79323  
 LOCAL AGRMT. 04-5579 % OVER/UNDER EST.  
 START DATE - JULY 15, 2005  
 COMPLETION DATE - AUGUST 21, 2005 -4.97 %

2.581 mi of cold milling, hot mix asphalt resurfacing, concrete joint repair and concrete joint and crack sealing, on M-44 Connector (Plainfield Avenue) from south of I-96 to north of Airway Street, in the city of Grand Rapids, in the townships of Plainfield and Grand Rapids, Kent County.

A 2005 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 621,673.93</b>	<b>Same 1 **</b>
Michigan Paving & Materials Co.	\$ 678,747.71	Same 2
Aggregate Industries-Central Region	\$ 743,780.42	Same 3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

\* Denotes a non-standard contract/amendment

**Funding Source:**

79323A

Federal Highway Administration Funds	81.85 %
City of Grand Rapids	0.37 %
State Restricted Trunkline Funds	17.78 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49525.

## LOCAL PROJECTS

<p>189. LETTING OF FEBRUARY 04, 2005          PROPOSAL 0502006          PROJECT STUL 39405-76303          LOCAL AGRMT. 04-5545          START DATE - 10 days after award          COMPLETION DATE - JUNE 15, 2006</p>	<p>ENG. EST.          \$ 2,278,867.85</p>	<p>LOW BID          \$ 1,831,663.62</p>
	<p>% OVER/UNDER EST.          -19.62 %</p>	

1.09 mi of hot mix asphalt paving, pavement removal, drainage work, earthwork, traffic signal work, sidewalk, curb and gutter, landscaping, watermain items, pavement markings, and sanitary sewer on Oakland Drive from Romence Road to West Centre Avenue in the city of Portage, Kalamazoo County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Hoffman Bros., Inc.</b>	<b>\$ 1,831,663.62</b>	<b>Same</b>	<b>1 **</b>
Peters Construction Co.	\$ 1,867,986.41	Same	2
Robert Bailey Contractors, Inc.	\$ 1,871,445.13	Same	3
Kalin Construction Co., Inc.	\$ 1,954,727.48	Same	4
Balkema Excavating, Inc.	\$ 2,012,769.83	Same	5
Nashville Construction Company	\$ 2,197,888.22	Same	6
Kamminga & Roodvoets, Inc.	\$ 2,254,117.58	Same	7
Maclean Construction Company	\$ 2,788,534.63	Same	8
Diversco Construction Company	\$ 2,874,992.12	Same	9
Nagel Construction, Inc.			
Michigan Paving & Materials Co.			
Milbocker and Sons, Inc.			
Brenner Excavating, Inc.			
Northern Construction Services, Corp			

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

76303A	
Federal Highway Administration Funds	55.05 %
City of Portage	44.95 %

**Selection:** Low bid.

**Zip Code:** 49024.



10.00 % DBE participation required

BIDDER		AS-READ	AS-CHECKED	
<b>Cadillac Asphalt, LLC.</b>	<b>\$</b>	<b>433,219.89</b>	<b>Same</b>	<b>1 **</b>
Florence Cement Company	\$	477,639.31	Same	2
Dan's Excavating, Inc.	\$	478,769.56	Same	3
John Carlo, Inc.	\$	479,908.94	Same	4
Peter A. Basile Sons, Inc.	\$	481,498.67	Same	5
Angelo Iafrate Construction Company	\$	489,981.49	Same	6
Peake Contracting, Inc.	\$	491,027.27	Same	7
Six-S, Inc.				
Kelcris Corporation				
Ajax Paving Industries, Inc.				

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

53631A		
Federal Highway Administration Funds	80.00 %	
City of Troy	20.00 %	
53636A		
Federal Highway Administration Funds	80.00 %	
City of Troy	20.00 %	
59115A		
Federal Highway Administration Funds	79.76 %	
City of Troy	20.24 %	

**Selection:** Low bid.

**Zip Code:** 48098.

192.	LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0502009	\$ 271,292.75	\$ 241,693.46
	PROJECT STH 83609-80538		
	LOCAL AGRMT. 04-5554	% OVER/UNDER EST.	
	START DATE - MAY 01, 2005		
	COMPLETION DATE - 30 working days	-10.91 %	

0.67 mi of road reconstruction, including clearing, earthwork, aggregate base, hot mix asphalt paving, aggregate shoulders, slope restoration, and pavement marking on No. 31 Road at No. 28 Road intersection, in Selma Township, Wexford County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>CJ's Excavating Septic Service, Inc.</b>	<b>\$ 241,693.46</b>	<b>Same</b>	<b>1 **</b>
Bernie Johnson Trucking, Inc.	\$ 259,019.76	Same	2
Elmer's Crane & Dozer, Inc.	\$ 260,469.53	Same	3
Central Michigan Contracting, Inc.	\$ 264,701.00	Same	4
Rieth-Riley Construction Co., Inc.	\$ 313,089.01	Same	5
C & D Hughes, Inc.	\$ 332,830.08	Same	6
Lee Wood Contracting, Inc.			
Manigg Enterprises, Inc.			
Pyramid Paving & Contracting			
Milbocker and Sons, Inc.			
Fisher Contracting Company			
M & M Excavating Co., Inc.			

#### 6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

#### Source of Funds:

80538A

Wexford County	20.00 %
Federal Highway Administration Funds	80.00 %

**Selection:** Low bid.

**Zip Code:** 49601.

193. LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
PROPOSAL 0502010	\$ 231,351.35	\$ 249,985.38
PROJECT STH 61609-78272-2		
LOCAL AGRMT. 04-5289	% OVER/UNDER EST.	
START DATE - 10 days after award		
COMPLETION DATE - JULY 01, 2005		8.05 %

0.35 mi of intersection reconstruction, cold milling hot mix asphalt pavement, earth excavation, aggregate base, storm sewer, concrete curb and gutter, hot mix asphalt paving and traffic installation on Harvey Street at Pontaluna Road intersection in the city of Norton Shores, Muskegon County.



BIDDER	AS-READ	AS-CHECKED	
<b>Weick Bros., Inc.</b>	<b>\$ 249,985.38</b>	<b>Same</b>	<b>1 **</b>
Brenner Excavating, Inc.	\$ 259,228.40	Same	2
Milbocker and Sons, Inc.	\$ 267,073.20	Same	3
Grant Tower, Inc.	\$ 267,227.44	Same	4
C & D Hughes, Inc.	\$ 276,982.67	Same	5
Dan Hoe Excavating, Inc.	\$ 289,170.33	Same	6
Schippers Excavating, Inc.	\$ 297,768.30	Same	7
Kamminga & Roodvoets, Inc.	\$ 301,859.23	Same	8
Wadel Stabilization, Inc.	\$ 306,740.50	Same	9
Bernie Johnson Trucking, Inc.	\$ 307,879.95	Same	10
Nashville Construction Company	\$ 308,710.87	Same	11
Diversco Construction Company	\$ 375,756.90	Same	12
Dykema Excavators, Inc.			
McCormick Sand, Inc.			
Nagel Construction, Inc.			
Hallack Contracting, Inc.			

12 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

78272A

Federal Highway Administration Funds	80.00 %
City of Norton Shores	20.00 %

**Selection:** Low bid.

**Zip Code:** 49456.

194. LETTING OF FEBRUARY 04, 2005  
PROPOSAL 0502011 \$ ENG. EST. LOW BID  
\$ 134,869.00 \$ **130,140.12**  
PROJECT EDDF 42555-78898  
LOCAL AGRMT. 04-5544 % OVER/UNDER EST.  
START DATE - 10 days after award  
COMPLETION DATE - AUGUST 31, 2005 -3.51 %

1.04 mi of resurfacing including hot mix asphalt surfacing, aggregate shoulders, traffic control and pavement markings on Five Mile Point Road from north of Ahmeek village limit northerly in Allouez Township, Keweenaw County.

BIDDER	AS-READ	AS-CHECKED	
<b>Bacco Construction Company</b>	<b>\$ 130,140.12</b>	<b>Same</b>	<b>1 **</b>
Payne & Dolan, Inc.	\$ 138,540.00	Same	2

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.



BIDDER		AS-READ	AS-CHECKED	
<b>Rohde Brothers Excavating, Inc.</b>	\$	<b>846,094.60</b>	<b>Same</b>	<b>1 **</b>
Huckins Contracting, Inc.	\$	855,416.62	Same	2
3-S Construction, Inc.	\$	859,543.75	Same	3
Fisher Contracting Company	\$	874,547.13	Same	4
Bourdow Trucking Company	\$	898,834.80	Same	5
Ron Bretz Excavating, Inc.	\$	899,604.90	Same	6
Champagne and Marx Excavating, Inc.	\$	908,886.65	Same	7
The Isabella Corporation	\$	970,848.50	Same	8
Lee Wood Contracting, Inc.	\$	992,201.83	Same	9
CJ's Excavating Septic Service, Inc.				
Crawford Contracting, Inc.				
Coop-Arz Excavating, LLC.				
Rieth-Riley Construction Co., Inc.				
L.J. Construction, Inc.				
Saginaw Asphalt Paving Company				
Manigg Enterprises, Inc.				
A. J. Rehmus & Son, Inc.				
CRS/Shaw Contracting Co.				
Central Asphalt, Inc.				
Wooten Contracting Co.				

#### 9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

#### Source of Funds:

76839A

Federal Highway Administration Funds 62.67 %

City of Midland 37.33 %

**Selection:** Low bid.

**Zip Code:** 48642.

197.	LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
	PROPOSAL 0502014	\$ 398,237.20	\$ 328,522.00
	PROJECT ER 07019-78933		
	LOCAL AGRMT. 04-5552	% OVER/UNDER EST.	
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 12, 2005	-17.51 %	

Emergency culvert replacement at three locations including clearing, embankment, earth excavation, erosion control, aggregate base, culvert removal and replacement, hot mix asphalt surfacing, aggregate shoulders, guardrail, traffic control, pavement markings and slope restoration on Plains Road at three locations north of M-28 in Covington Township, Baraga County.

10.00 % DBE participation required

BIDDER		AS-READ	AS-CHECKED	
<b>Smith Paving, Inc.</b>	\$	<b>328,522.00</b>	<b>Same</b>	<b>1 **</b>
Yalmer Mattila Contracting, Inc.	\$	333,653.27	Same	2
Bill Siler Contracting, Inc.	\$	338,241.25	Same	3
Thomas J. Moyle, Jr., Inc.	\$	348,504.54	Same	4
E & M Contracting, Inc.	\$	352,235.00	Same	5
Oberstar, Inc.	\$	363,309.20	Same	6
Hebert Construction Company	\$	379,508.31	Same	7
Bacco Construction Company	\$	383,630.02	Same	8
A. Lindberg & Sons, Inc.	\$	384,772.00	Same	9
MJO Contracting, Inc.				
Snowden, Inc.				
Zenith Tech, Inc.				
Associated Constructors, LLC				

#### 9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

#### Source of Funds:

78933A

Baraga County	20.00 %
Federal Highway Administration Funds	80.00 %

**Selection:** Low bid.

**Zip Code:** 49919.

198. LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
PROPOSAL 0502015	\$ 1,231,305.10	\$ 1,231,125.02
PROJECT STU 41401-74872		
LOCAL AGRMT. 04-5565		% OVER/UNDER EST.
START DATE - JUNE 06, 2005		
COMPLETION DATE - OCTOBER 14, 2005		-0.01 %

0.25 mi of road reconstruction, including pavement removal, cold milling hot mix asphalt pavement, hot mix asphalt paving, drainage structures, curb and gutter, sidewalk, watermain, street lighting and pavement markings on Ionia Street from Fountain Street to Lyon Street, along with Pearl Street from Ottawa Street to Division Street in the city of Grand Rapids, Kent County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Diversco Construction Company</b>	<b>\$ 1,231,125.02</b>	<b>Same</b>	<b>1 **</b>
Nagel Construction, Inc.	\$ 1,314,580.71	Same	2
Kamminga & Roodvoets, Inc.	\$ 1,351,288.49	Same	3
Wyoming Excavators, Inc.	\$ 1,480,000.00	Same	4
Dykema Excavators, Inc.			
Milbocker and Sons, Inc.			
Velting Contractors, Inc.			
Nashville Construction Company			
L.J. Construction, Inc.			
C & D Hughes, Inc.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

74872A

Federal Highway Administration Funds	58.63 %
City of Grand Rapids	41.37 %

**Selection:** Low bid.

**Zip Code:** 49503.

199. LETTING OF FEBRUARY 04, 2005	ENG. EST.	LOW BID
PROPOSAL 0502016	\$ 271,710.91	\$ 278,310.64
PROJECT STH 19609-73608, ETC		
LOCAL AGRMT. 04-5414		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - JUNE 24, 2005		2.43 %

Traffic signal installation along with resurfacing and placing aggregate shoulders on Wood Road at State Road, Clinton County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Aggregate Industries-Central Region</b>	<b>\$ 278,310.64</b>	<b>Same</b>	<b>1 **</b>
L & L Construction Co., Inc.	\$ 280,286.34	\$ 280,294.37	2
C & D Hughes, Inc.	\$ 293,609.87	Same	3
Kamminga & Roodvoets, Inc.	\$ 324,841.10	Same	4
Cadwell Brothers Construction	\$ 332,413.31	Same	5
Nashville Construction Company	\$ 333,968.47	Same	6
Milbocker and Sons, Inc.	\$ 364,356.60	Same	7
Rieth-Riley Construction Co., Inc.			
Michigan Paving & Materials Co.			

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for

\* Denotes a non-standard contract/amendment

approval of the above-referenced cost participation agreement.

**Source of Funds:**

73608A	
Clinton County	20.00 %
Federal Highway Administration Funds	80.00 %
74643A	
Clinton County	18.15 %
Federal Highway Administration Funds	81.85 %

**Selection:** Low bid.

**Zip Code:** 48820.

200. LETTING OF FEBRUARY 04, 2005  
PROPOSAL 0502017 \$ ENG. EST. 564,418.99 \$ LOW BID 447,556.85  
PROJECT EDDF 11555-80668  
LOCAL AGRMT. 04-5501 % OVER/UNDER EST.  
START DATE - MAY 01, 2005  
COMPLETION DATE - NOVEMBER 18, 2005 -20.70 %

0.28 mi of rehabilitation including pavement removal, curb and gutter removal, sidewalk removal, machine grading, subbase, aggregate base, drainage improvements, water main improvements, hot mix asphalt surfacing, concrete curb and gutter, concrete sidewalks, pavement markings, traffic control and restoration on Elm Street from US-12 north to Sycamore Street, in the village of Three Oaks, Berrien County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Northern Construction Services, Corp</b>	<b>\$ 447,556.85</b>	<b>Same</b>	<b>1 **</b>
Kalin Construction Co., Inc.	\$ 482,565.00	Same	2
Kamminga & Roodvoets, Inc.	\$ 584,658.39	Same	3
HRP Construction, Inc.	\$ 627,487.71	Same	4
Balkema Excavating, Inc.			
Peters Construction Co.			
Milbocker and Sons, Inc.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

80668A	
Federal Highway Administration Funds	50.32 %
Village of Three Oaks	49.68 %

**Selection:** Low bid.

**Zip Code:** 49128.

201. LETTING OF FEBRUARY 04, 2005  
 PROPOSAL 0502020 ENG. EST. LOW BID  
 \$ 225,961.00 \$ 270,115.92  
 PROJECT EDDF 83555-78375  
 LOCAL AGRMT. 04-5567 % OVER/UNDER EST.  
 START DATE - JUNE 06, 2005  
 COMPLETION DATE - 20 working days 19.54 %

1.53 mi of road resurfacing, including base crushing and shaping, hot mix asphalt paving, aggregate shoulders, guardrail, and pavement marking on No. 29 Road from M-115 to No. 28 Road, in Selma Township, Wexford County.

BIDDER	AS-READ	AS-CHECKED	
<b>Bernie Johnson Trucking, Inc.</b>	<b>\$ 270,115.92</b>	<b>Same</b>	<b>1 **</b>
Elmer's Crane & Dozer, Inc.	\$ 284,799.00	Same	2
Rieth-Riley Construction Co., Inc.	\$ 284,852.87	Same	3
Pyramid Paving & Contracting	\$ 296,888.00	Same	4

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

78375A  
 Wexford County 20.00 %  
 Federal Highway Administration Funds 80.00 %

**Selection:** Low bid.

**Zip Code:** 49601.

202. LETTING OF FEBRUARY 04, 2005  
 PROPOSAL 0502026 ENG. EST. LOW BID  
 \$ 231,710.25 \$ 220,523.10  
 PROJECT STH 25609-78223  
 LOCAL AGRMT. 04-5564 % OVER/UNDER EST.  
 START DATE - JUNE 16, 2005  
 COMPLETION DATE - AUGUST 16, 2005 -4.83 %

Intersection improvements, widening for right turn lane on Perry Road at Saginaw Road, in the city of Grand Blanc, Genesee County.

BIDDER	AS-READ	AS-CHECKED	
<b>Cadillac Asphalt, LLC.</b>	<b>\$ 220,523.10</b>	<b>Same</b>	<b>1 **</b>
Florence Cement Company	\$ 227,231.96	Same	2
C & D Hughes, Inc.	\$ 235,598.58	Same	3
Lois Kay Contracting Co.	\$ 259,325.87	Same	4

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

78223A

Federal Highway Administration Funds

80.00 %

City of Grand Blanc

20.00 %

**Selection:** Low bid.

**Zip Code:** 48439.



## EXTRAS

### 203. Extra 2005 - 19

Control Section/Job Number: 33403-60115 Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Milbocker and Sons, Inc.  
1256 29th Street  
Allegan, MI 49010

Designed By: Local Agency

Engineer's Estimate: \$ 1,201,011.25

#### Description of Project:

1.44 mi of road rehabilitation and widening, including hot mix asphalt base crushing and shaping, grading, drainage improvements, sanitary sewer, concrete curb and gutter, hot mix asphalt paving, pavement markings and slope restoration on Wood Road from Lake Lansing Road to State Road in Ingham and Clinton Counties.

Administrative Board Approval Date:	March 2, 2004	
Contract Date:	March 12, 2004	
Original Contract Amount:	\$980,287.26	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>65,660.00</u></b>	<b><u>+ 6.70%</u></b>
<b>Revised Total</b>	<b><u>\$1,045,947.26</u></b>	<b>+ 6.70%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0% over the original budget for an **Authorized to Date Amount** of \$980,287.26.

Approval of this extra will place the authorized status of the contract 6.70% or \$65,660.00 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r. 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 1**

Dr Structure, 48 inch dia	1.000 Ea @ \$1,850.00/Ea	\$1,850.00
Dr Structure, 48 inch dia	3.000 Ea @ \$1,850.00/Ea	\$5,550.00
Sewer Bulkhead, 18 inch	4.000 Ea @ \$150.00/Ea	600.00
Sewer, CI E, 12 inch, Tr Det B CI IV for storm	99.000 Ft @ \$46.00/Ft	4,554.00
Sewer, CI IV, 18 inch, Tr Det B	501.000 Ft @ \$106.00/Ft	53,106.00
<b>Total</b>		<b><u>\$65,660.00</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

It was determined after project award that the storm sewer outlet, as shown in the project plans, was not adequate to handle project drainage. The storm sewer system was modified by the controlling agency to provide an appropriate sewer outlet and additional work items were required. All extra work, excluding one additional drainage structure, is 100% funded by the Ingham County Road Commission. The cost for each extra work item was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is in line with MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the March 1, 2005, State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 58.69%; Ingham County, 41.31% (see above for specific pay item funding).

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48906, 48912, 48909

204. **Extra 2005 - 20**

Control Section/Job Number: 81406-56776 Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Peter A. Basile Sons, Inc.  
13000 Newburgh Road  
Livonia, MI 48150

Designed By: Local Agency  
Engineer's Estimate: \$ 1,100,790.15

Description of Project:

Intersection reconstruction on State Street at Textile Road, Washtenaw County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	June 11, 2004	
Original Contract Amount:	\$909,333.33	
Total of Overruns/Changes (Approved to Date):	17,229.30	+ 1.89%
Total of Extras/Adjustments (Approved to Date):	52,979.42	+ 5.83%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>20,795.92</u></b>	<b><u>+ 2.29%</u></b>
<b>Revised Total</b>	<b><u>\$1,000,337.97</u></b>	<b>+ 10.01%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.72% over the original budget for an **Authorized to Date Amount** of \$979,542.05.

Approval of this extra will place the authorized status of the contract 10.01% or \$91,004.64 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4 r. 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 4**

Geotextile Separator/Stabilization	476.000 Syd @ \$1.65/Syd	\$785.40
Sidewalk, Conc, 4 inch	5,717.290 Sft @ \$3.50/Sft	<u>20,010.52</u>
<b>Total</b>		<b><u>\$20,795.92</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

The extra item Geotextile Separator/Stabilization was established on a previous contract modification. The work item was used in two locations as a roadway layer separator and a material stabilizer over a moist soil area. This increase adjusts the previously authorized quantity to the final as-constructed quantity. The extra cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index.

The extra item, Sidewalk, Conc, 4 inch, is 100% funded by the Washtenaw County Road Commission. A private property owner planned to place sidewalk adjacent to the roadway in two locations after project completion. This action would result in restoration work being removed and restored again, potentially causing excessive stress on the surrounding restoration. The additional sidewalk work was discussed and coordinated with the project engineer. To minimize the disruption of newly restored greenways and project facilities, the sidewalk work was added to the project. Therefore, restoration work was completed and allowed to establish in one operation. The extra cost was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 81.61%; Washtenaw County, 18.39% (see above for specific item funding)

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48108

**205. Extra 2005 - 21**

Control Section/Job Number:	11013-56480	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Milbocker and Sons, Inc. 1256 29th St Allegan, MI 49010	

Designed By:	Consultant
Engineer's Estimate:	\$1,227,551.05

Description of Project:

Remove existing structure, construction of a spread prestressed concrete box beam bridge and related approach work on R01 of 11-13-18, Weiser Road over Amtrack Railroad in Niles and Bertrand Townships, Berrien County.

Administrative Board Approval Date:	July 6, 2004	
Contract Date:	July 8, 2004	
Original Contract Amount:	\$1,035,078.64	
Total of Overruns/Changes (Approved to Date):	42,000.00	+ 4.06%
Total of Extras/Adjustments (Approved to Date):	14,184.00	+ 1.37%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>295,381.91</u></b>	<b><u>+ 28.54%</u></b>
<b>Revised Total</b>	<b><u>\$1,386,644.55</u></b>	<b>+ 33.97%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.43% over the original budget for an **Authorized to Date Amount** of \$1,091,262.64.

Approval of this extra will place the authorized status of the contract 33.97% or \$351,565.91 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4, 5 r. 12

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 4**

Steel Sheet Piling, Temp, Left in Place	474.000 Sft @ \$121.31/Sft	<u>\$57,500.94</u>
Total		<u>\$57,500.94</u>

**CM 5**

Helical Piles	13.000 Ea @ \$2,776.19/Ea	\$36,090.47
Geotextile Stabilization	1,800.000 Syd @ \$6.25/Syd	11,250.00
Slope Paving, Conc Special	990.000 Syd @ \$54.00/Syd	53,460.00
Steel Sheet Piling, Permanent PZ22	2,370.000 Sft @ 22.50/Sft	53,325.00
Steel Sheet Piling, Permanent PZ27	2,039.000 Sft @ \$24.50/Sft	49,955.50
Structural Steel, Mixed, Erect	13,000.000 Lb @ \$1.25/Lb	16,250.00
Structural Steel, Mixed, Furn and Fab	13,000.000 Lb @ \$1.35/Lb	<u>17,550.00</u>
Total		<u>\$237,880.97</u>

<b>Grand Total</b>	<b><u>\$295,381.91</u></b>
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**Reason(s) for Extra(s)/Adjustment(s):**

**CM 4**

A proposed bridge pier location was in close proximity to the existing railroad tracks. Therefore, the railroad company requested steel sheeting to protect its railroad facilities during construction operations. This request was received before construction began and after project award. The extra cost for Steel Sheet Piling, Temp, Left in Place was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index for similar work.

**CM 5**

A revision to the plans was issued by the designer as there was a design error associated with the skew of the bridge and the bridge piers. The bridge piers were designed too short and could not support the slope paving. Slope paving is placed to prevent erosion of the material that supports the bridge abutments. A design revision was issued and several extra work items were added to the project. The addition of the following extra items will allow the slope paving to be placed in the proper manner with the proper support. The Berrien County Road Commission will pursue recovery costs for all extra items due to the design error.

Additional steel sheeting was utilized to support the proposed slope paving. The steel sheeting was reinforced with whalers, which are cross beams used for supporting the steel sheeting. The sheeting had to bridge an existing 42" culvert in one section. The sheeting was placed over the culvert reducing the depth of installation and earth support, and increasing the exposure of the sheeting. This exposure will increase the potential for deflection and potential for failure. Thicker grade steel (PZ27) and helical piles were utilized to support and anchor this section, and will provide the proper strength for slope paving support. The remaining sheeting can be lesser grade steel (PZ22), which is lower in cost and will still provide the proper support. The extra cost for Helical Piles was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and was deemed reasonable after discussion with the contractor and subcontractor concerning cost breakdowns, which are similar to force account work submittals. The extra cost for Steel Sheet Piling, Permanent PZ22 and Steel Sheet Piling, Permanent PZ27 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index.

Geotextile fabric was placed in layers to reinforce embankment material. The embankment material is placed to support the abutment and the slope paving. The extra cost for Geotextile Stabilization was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index.

The slope paving in the plans was called out to be placed at a rate of 1 on 2. When building the project it was determined that the actual placement would be steeper than the plan rate. The proposed slope paving would also have to extend further out on each side of the proposed bridge piers due to the design error. This change resulted in a new slope paving work item that would account for these changed conditions. This extra item will be partially offset by a \$19,050.00 reduction of the original work item, Slope Paving, Conc. The extra cost for Slope Paving, Conc Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index.

The helical piles and steel sheeting, as discussed above, needed to be tied together to provide proper support of the slope paving. The extra work item Structural Steel, Mixed, Furn and Fab will reimburse the contractor for supplying all the necessary steel supporting whalers and related parts (splice plates, channel caps, bolts, etc.) needed for proper connection. The extra item Structural Steel, Mixed, Erect will reimburse the contractor for the actual assembly and connection work. The extra cost for Structural Steel, Mixed, Furn and Fab and Structural Steel, Mixed, Erect was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its February 24, 2005 meeting, and are now recommended for approval by the State Administrative Board on March 1, 2005.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 15%; Berrien County, 5%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 49120

206. **Extra 2005 - 22**

Control Section/Job Number:	50013-78523	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Walter Toebe Construction Co. P. O. Box 930129 Wixom, MI 48393	
Designed By:	MDOT	
Engineer's Estimate:	\$195,091.25	

Description of Project:

Emergency construction of span 2 superstructure, joint replacement at piers and beam end repairs at piers 1 and 2, and substructure repairs on M-53 under 22 Mile Road, north of M-59 in Shelby Township, Macomb County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	April 27, 2004	
Original Contract Amount:	\$213,428.76	
Total of Overruns/Changes (Approved to Date):	-8,524.29	- 3.99 %
Total of Extras/Adjustments (Approved to Date):	4,625.04	+ 2.17%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>56,886.00</u></b>	<b><u>+ 26.65%</u></b>
<b>Revised Total</b>	<b><u>\$266,415.51</u></b>	<b>+ 24.83%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.82% under the original budget for an **Authorized to Date Amount** of \$209,529.51.

Approval of this extra will place the authorized status of the contract 24.83% or \$52,986.75 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 5**

Modification of Concrete Beams A through F

And existing Bolster on Pier 1

**Total**

\$56,886.00

**\$56,886.00**

**Reason(s) for Extra(s)/Adjustment(s):**

Six beams delivered to the project site were 3 inches too long. The beams were built per MDOT's approved shop drawings, but did not fit the actual field conditions. The beams were returned to the manufacturer for correction and shipped back to the project site. Additionally, the original bolster blocks that were constructed in a previous contract were longer than specified on the previous design plans. The previous design plans were used to approve shop drawings on the current project. The additional bolster block length was removed, which allowed the beams to fit the actual field conditions. Bolster blocks are sections of concrete that are typically placed under bridge beams to provide additional height for large grade differentials on bridge decks. The bolster blocks were field shortened to fit the existing field conditions. Force account records were kept throughout the duration of both corrective action procedures. The extra item unit cost for Modification of Concrete Beams A through F And existing Bolster on Pier 1 is based on force account records, per Section 109.07 of the 2003 Standard Specifications for Construction.



Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its February 24, 2005, meeting, and are now recommended for approval by the State Administrative Board on March 1, 2005.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** State Restricted Trunkline, 100%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48317

207. **Extra 2005 - 23**

Control Section/Job Number:	44448-54880A	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Zito Construction Co. 8033 Fenton Road Grand Blanc, MI 48439-8998	
Designed By:	Consultant	
Engineer's Estimate:	\$1,894,272.20	
Description of Project:		
Bituminous pavement cold milling, resurfacing, and streetscape on Nepessing Street from M-23 east to Saginaw Street and M-24 east to M-21 in the city of Lapeer, Lapeer County.		
Administrative Board Approval Date:	August 6, 2002	
Contract Date:	August 22, 2002	
Original Contract Amount:	\$1,545,257.44	
Total of Overruns/Changes (Approved to Date):	171,208.41	+ 11.08%
Total of Extras/Adjustments (Approved to Date):	216,953.22	+ 14.04%
Total of Negative Adjustment (Approved to Date):	-2,000.00	- 0.13%
<b>THIS REQUEST</b>	<b><u>3,000.00</u></b>	<b><u>0.19%</u></b>
<b>Revised Total</b>	<b><u>\$1,934,419.07</u></b>	<b>+ 25.18%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 24.99% over the original budget for an **Authorized to Date Amount** of \$1,931,419.07.

Approval of this extra will place the authorized status of the contract 25.18% or \$389,161.63 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-31	6 r.1, 9	\$128,843.00	July 1, 2003
2004-14	7 r. 2, 8, 9, 10, 11 r. 2, 13, 15 r. 2, 16 r. 5, 18 r. 2, 19 r. 1	\$56,209.44	April 6, 2004

Contract Modification Number(s): 23 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 23**

Idle labor and equipment  
Total

\$3,000.00  
\$3,000.00

**Reason(s) for Extra(s)/Adjustment(s):**

This contract modification is a result of a TSC level claims meeting. A resolution was reached regarding a force account submittal for idle labor and equipment experienced on August 21, 2003. A partial payment of the submitted cost will be processed based on the resolution negotiation. The cost for this item was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction, and was deemed reasonable upon review of the force account documentation and similar work delays.

Section 103.04 – EXTRA WORK – of the 2003 Interim Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its February 24, 2005 meeting, and is now recommended for approval by the State Administrative Board on March 1, 2005.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

**Funding Source:** FHWA, 61.11%; Lapeer, 38.89

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48446

208. **Extra 2005 - 24**

Control Section/Job Number:	63043-77201	MDOT Project
State Administrative Board -	This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	John Carlo, Inc. 45000 River Ridge Drive, Suite 200 Clinton Twp., MI 48038	
Designed By:	MDOT	
Engineer's Estimate:	\$11,765,137.94	

Description of Project:

1.45 mi of proposed interchange including road realignment, construction of ramps and bridge (S15), retention basins and drainage facilities, signal and signing, permanent pavement markers, guardrail, demolition of bridge (S04) and tree planting at the M-59/Adams Road interchange in the cities of Rochester Hills and Auburn Hills, Oakland County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	June 7, 2004	
Original Contract Amount:	\$9,953,015.75	
Total of Overruns/Changes (Approved to Date):	542,138.63	+ 5.45%
Total of Extras/Adjustments (Approved to Date):	56,469.32	+ 0.57%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>133,713.73</u></b>	<b><u>+ 1.34%</u></b>
<b>Revised Total</b>	<b><u>\$10,685,337.43</u></b>	<b>+ 7.36%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.02% over the original budget for an **Authorized to Date Amount** of \$10,551,623.70.

Approval of this extra will place the authorized status of the contract 7.36% or \$732,321.68 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 6**

Retreatment Peat Ex./Swamp Backfill Adams Rd. Sta. 199+35-200+15 EB	\$114,249.99
Retreatment Peat Ex./Swamp Backfill Adams Rd. Sta.103+50-105+00 NB	<u>19,463.74</u>
<b>Total</b>	<b><u>\$133,713.73</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

Poor soils were removed and replaced with sound material at two different locations, as indicated on the project plans. Soil borings were taken in each location after completion of the soil replacement operations. It was discovered that additional poor soil was present in each location.

The 199+35 location involved total removal and replacement of the poor soil. The plans indicated a poor soil removal area 4 to 6 feet deep. Upon excavating, it was discovered that this area was 20 to 22 feet deep. A supporting clay layer was discovered at the 20 to 22 foot depth. Additional exploratory excavation at the 22 foot depth confirmed the peat limits had been reached, therefore, the removal of material was stopped at this depth and backfilling was commenced. Additional soil borings were taken after the backfill operation was complete. These borings were conducted to determine the actual pay limits and quantities of the peat excavation work. The borings were driven deeper to ensure accurate final pay quantities in a variable depth area. These deeper borings indicated a trapped layer of clay at the 20 to 22 depth, extending several feet. This trapped layer would not adequately support the roadway. Therefore, the location was re-excavated, and the additional poor soils were removed and replaced with sound material to the proper depth. The additional work was not the fault of the contractor and was considered extra work, therefore, daily force account records were kept. The unit cost for the extra item, Retreatment Peat Ex./Swamp Backfill Adams Rd. Sta. 199+35-200+15 EB is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

The 103+50 location involved the partial excavation and displacement method as directed by the Engineer. Upon completion of this work, it was discovered that poor soils were trapped in the underlying material. Section 205.04.D.4 of the 2003 Standard Specifications for Construction states that the cost for corrective work, when utilizing the partial excavation method, is equally shared by the department and the contractor. Daily force account records were kept per Section 109.07 of the 2003 Standard Specifications for Construction. The extra item, Retreatment Peat Ex./Swamp Backfill Adams Rd. Sta.103+50-105+00 NB, will reimburse the contractor for 50% of the final force account total.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 55.25%; State Restricted Trunkline, 43.10%; City of Rochester Hills, 1.65%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48309

209. **Extra 2005 - 25**

Control Section/Job Number:	33014-45594-2	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	E.T. MacKenzie Company 4248 W. Saginaw Highway Grand Ledge, MI 48837	
Designed By:	Consultant	
Engineer's Estimate:	\$9,207,076.81	
Description of Project:		
2.42 mi of hot mix asphalt reconstruction, combined sewer overflow separation, watermain, and streetscaping on the Capitol Loop (Allegan Street, Ottawa Street, Walnut Street and Pine Street) from Martin Luther King, Jr. Boulevard to Capitol Avenue and on Larch Street and Cedar Street from I-496 to Michigan Avenue and Capitol Avenue from Ottawa Street to Allegan Street, in the city of Lansing, Ingham County.		
Administrative Board Approval Date:	February 3, 2004	
Contract Date:	February 27, 2004	
Original Contract Amount:	\$8,870,749.60	
Total of Overruns/Changes (Approved to Date):	\$310,523.75	+ 3.50%
Total of Extras/Adjustments (Approved to Date):	1,070,961.04	+ 12.07%
Total of Negative Adjustments (Approved to Date):	(7,999.30)	- 0.09%
<b>THIS REQUEST</b>	<b><u>111,243.56</u></b>	<b><u>+ 1.25%</u></b>
<b>Revised Total</b>	<b><u>\$10,355,478.65</u></b>	<b>+ 16.73%</b>

**Offset Information**

Total Offsets This Request	<u>(\$2,311.50)</u>	-0.03%
Net Revised Request	\$108,932.06	+ 1.23%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.48% over the original budget for an **Authorized to Date Amount** of \$10,244,235.09.

Approval of this extra will place the authorized status of the contract 16.73% or \$1,484,729.05 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-39	1 r. 1	\$167,238.00	07/07/04
2004-62	8, 11, 12	\$203,076.00	09/09/04
2004-66	14, 17, 19	\$20,819.81	10/10/04
2004-67	13, 18, 20, 22	\$453,740.44	10/10/04
2004-73	21	\$3,874.25	11/02/04
2005-10	25, 28	\$187,135.04	02/01/05

Contract Modification Number(s): 31 r. 2, 32 r. 1, 33 r. 1, 35

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 31**

Irrigation Repairs within Grading Permit areas	<u>\$30,000.00</u>
Total	<u>\$30,000.00</u>

**CM 32 and 35**

DIT/LSB Communications System Alteration	\$22,798.80
DIT/LSB Communications System Alteration	<u>\$49,525.76</u>
Total	<u>\$72,324.56</u>

**CM 33**

Landscape, Timbers	117.000 Sft @ \$32.00/Sft	\$3,744.00
Curb and Gutter, Conc, Det F4 Modified	230.000 Ft @ \$22.50/Ft	<u>5,175.00</u>
Total		<u>\$8,919.00</u>

**CM 33 Offset Information**

Curb and Gutter, Conc, Det F4	-230.000 Ft @ \$10.05/Ft	<u>(\$2,311.50)</u>
Total		<u>(\$2,311.50)</u>

Net Revised CM 33 Request	<u>\$6,607.50</u>
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<b>Grand Total</b>	<b><u>\$111,243.56</u></b>
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Total Offsets This Request (\$2,311.50)

Net Revised Request \$108,932.06

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 31**

MDOT obtained several grading permits from residential and business establishments throughout the project. Grading permits allow the completion of project work to the proper grade and alignment behind the existing right-of-way. These permits are typically checked by Department staff during the design phase for conflicts with proposed work during the design phase. The permit areas were not checked prior to construction operations and several irrigation systems were destroyed by construction operations. The extra item, Irrigation Repairs within Grading Permit areas will establish a budgeted amount for this work. All irrigation repair work will be documented and paid based on daily force account records. The budgeted amount will be balanced at the completion of all required work.

**CM 32 and 35**

The extra item DIT/LSB Communications System Alteration was established on a previously approved contract modification. Additional work was required in two different locations within the project limits. The extra work occurred at different times and therefore, two contract modifications were processed. The extra cost for each increase in quantity is a negotiated unit cost per Section 103.04 of the 2003 Standard Specifications for Construction and is based on submitted invoices. The cost for work in CM 32 is deemed reasonable when compared to similar project work in conjunction with previous Department force account records. The cost for work in CM 35 was compared to actual Department force account records and was deemed reasonable. This increase adjusts the previously authorized quantity to the current as-constructed quantity.

**CM 33**

The new roadway grade and alignment created several areas with a substantial elevation difference between the back of the new sidewalk and the existing right-of-way. Landscape timbers were placed in several of these areas to provide a supporting structure for the existing soil. The extra cost for Landscape, Timbers was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

The project involved several areas of curb replacement. One area of curb replacement involved an existing basement vault. The extent of the vault was not known until construction operations began. The new curbing had to be placed adjacent to and on top of the existing vault to match the proposed roadway alignment in this area. The replacement of this curb required a modification to the standard detail, resulting in additional formwork, labor and material. The extra cost for Curb and Gutter, Conc, Det F4 Modified is partially offset by a \$2,311.50 reduction in the original non-modified work item. This results in a net increase of \$2,863.50. The extra cost for Curb and Gutter, Conc, Det F4 Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index for similar work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its February 24, 2005 meeting, and is now recommended for approval by the State Administrative Board on March 01, 2005.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

**Funding Source:** FHWA, 39.44%; City of Lansing, 50.46%; State Restricted Trunklines, 10.10%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48933, 48915

## 210. Extra 2005 - 26

Control Section/Job Number:	82121-47069A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Ajax Paving Industries, Inc. P O Box 7058 Troy, MI 48007	
Designed By:	MDOT	
Engineer's Estimate:	\$5,789,356.96	

### Description of Project:

3.1 mi of hot mix asphalt cold milling and resurfacing, detail joint repairs, pavement repairs, curb and sidewalk replacements, and two bridge replacements (B01 eastbound and B02 westbound) on M-5 from Marene Street to M-102 over the Rouge River in the cities of Detroit and Livonia in Redford Township, Wayne County.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 20, 2003	
Original Contract Amount:	\$6,195,691.81	
Total of Overruns/Changes (Approved to Date):	218,349.72	+ 3.52%
Total of Extras/Adjustments (Approved to Date):	708,872.94	+ 11.44%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
<b>THIS REQUEST</b>	<b><u>128,376.95</u></b>	<b>+ 2.07%</b>
<b>Revised Total</b>	<b><u>\$7,251,291.42</u></b>	<b>+ 17.03%</b>



**Offset Information**

Total Offsets this request	<u>(\$85,000.00)</u>	- 1.37%
Net Revised Request	\$43,376.95	0.70%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.96% over the original budget for an **Authorized to Date Amount** of \$7,122,914.47.

Approval of this extra will place the authorized status of the contract 17.03% or \$1,055,599.61 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-04	10 r. 4	\$162,225.00	03/02/04
2004-65	22 r. 4, 23 r. 1, 24 r. 2, 25 r. 1, 26 r. 3, 27 r. 2, 28 r. 2, 31 r. 2	\$562,303.65	10/05/04

Contract Modification Number(s): 30 r. 1, 33 r. 1, 36 r. 4, 37 r. 6

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 30**

Existing Timber Foundation Piles, Rem	\$35,000.00
Existing Timber Foundation Piles (B01), Rem	<u>50,000.00</u>
Total	<u>\$85,000.00</u>

**CM 30 Offset Information**

Existing Timber Foundation Piles, Rem	-1.000 Ea @ \$35,000.00/Ea	(\$35,000.00)
Existing Timber Foundation Piles (B01), Rem	-50,000.000 Ea @ \$1.00/Ea	<u>(50,000.00)</u>
Total		<u>(\$85,000.00)</u>

**CM 33**

Tree, Rem, 6 inch to 18 inch	7.000 Ea @ \$523.75/Ea	<u>\$3,666.25</u>
Total		<u>\$3,666.25</u>

**CM 36**

HMA Scratch Coat	460.000 Ton @ \$65.67/Ton	\$30,208.20
HMA Scratch Coat	140.000 Ton @ \$65.67/Ton	<u>9,193.80</u>
Total		<u>\$39,402.00</u>

**CM 37**

Sign Cover	7.000 Ea @ \$31.50/Ea	\$220.50
Stump, Rem, 6 inch to 18 inch	1.000 Ea @ \$88.20/Ea	<u>88.20</u>
Total		<u>\$308.70</u>

**Grand Total**

**\$128,376.95**

Total Offsets This Request  
Net Revised Request

(\$85,000.00)  
\$43,376.95

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 30**

Existing timber piles were discovered while removing the bridge foundation. These timber piles were in direct conflict with the proposed work. After further investigation, it was determined that removal of the existing piles was necessary. This extra work also required additional sheeting and bracing during construction operations. This conflict was discovered at two bridges. Two previous contraction modifications established the extra work item for each bridge. The unit cost for Existing Timber Foundation Piles, Rem and Existing Timber Foundation Piles (B01), Rem is based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction. When the extra items were originally established, the unit of measure for both extra items was "each". The unit of measure should have been "dollars" to properly pay for the completed extra work. This contract modification will correct the unit of measure to "dollars".

**CM 33**

The extra work item Tree, Rem, 6 inch to 18 inch was established on a previous contract modification. Existing trees and tree stumps were in direct conflict with construction of the proposed bridge. The removal of the trees and tree stumps were necessary to complete the planned work. These removals were missed during the design phase of the project. The cost for the extra work item Tree, Rem, 6 inch to 18 inch was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index.

**CM 36**

The existing pavement began to delaminate after removing several layers of asphalt. The engineer directed the contractor to place a thin layer of asphalt over the delaminating pavement to preserve it during construction operations and traffic use. This additional layer provides stability and safety until the thicker courses of planned asphalt could be placed. The cost for the extra work item HMA Scratch Coat was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index for similar work of similar quantity.

**CM 37**

The extra work items Sign Cover and Stump, Rem, 6 inch to 18 inch were established on previous contract modifications.

Existing trees and tree stumps were in direct conflict with construction of the proposed bridge. The removal of the trees and tree stumps were necessary to complete the planned work. These removals were missed during the design phase of the project. The cost for the extra work item Stump, Rem, 6 inch to 18 inch was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index.

Existing traffic signs were in direct conflict with the proposed routing of traffic during construction operations. These signs would cause safety issues for both motorists and the project personnel. The covering of these signs were necessary for safety during construction operations. The sign conflicts were missed during the design phase of the project. The cost for the extra work item Sign Cover was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and is reasonable when compared to MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Interim Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its February 24, 2005 meeting, and are now recommended for approval by the State Administrative Board on March 1, 2005.

**Purpose/Business Case:** This extra makes payment provision for operating and relocating the moveable concrete barrier that is part of the original contract.

**Benefit:** The switching of the barrier from the edge of one lane to the edge of another lane allows for the alternating direction of public traffic to occur during the construction phase of the project.

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 15.79%; City of Detroit, 2.36%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The location of this project has an extremely large traffic volume. Switching of traffic lane travel directions allows freer movement through the influence area of the construction zone during the varying directional volumes of traffic.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48219.

211. **Extra 2005 - 27**

Control Section/Job Number:	82023-51493-2	MDOT Project
State Administrative Board -	This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the \$250,000 Transportation Commission limit for reviewing extras.	
Contractor:	Walter Toebe Construction Co. P. O. Box 930129 Wixom, MI 48393	
Designed By:	MDOT	
Engineer's Estimate:	\$13,858,709.31	

#### Description of Project:

Superstructure and deck replacements, abutment and substructure repairs, pier and cap replacement, reconstruction of pier caps and columns, pin and hanger replacement, beam painting, cleaning and coating, beam end repair, bearing replacements, three beam retrofit, and pedestrian fence on S24 southbound M- 10 over I-94, S27 on northbound M-10 over I-94, S29 on northbound M-10 over I-94 ramp H-E from SB M-10, S38 on I-96 under McGraw Avenue, S41 on I-96 eastbound to I-94 eastbound ramp, S35 on I-96 under Pacific Avenue, S43 the Grand River Avenue entrance to westbound I-94, and S47 the Grand River Avenue exit from eastbound I-94 in the city of Detroit, Wayne County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	June 3, 2004	
Original Contract Amount:	\$15,984,112.54	
Total of Overruns/Changes (Approved to Date):	486,366.45	+ 3.04%
Total of Extras/Adjustments (Approved to Date):	562,065.13	+ 3.52%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>400,000.00</u></b>	<b><u>+ 2.50%</u></b>
<b>Revised Total</b>	<b><u>\$17,432,544.12</u></b>	<b>+ 9.06%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.56% over the original budget for an **Authorized to Date Amount** of \$17,032,544.12.

Approval of this extra will place the authorized status of the contract 9.06% or \$1,448,431.58 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 15 r. 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

#### CM 15

S29 TEMPORARY SUPPORTS	<u>\$400,000.00</u>
<b>Total</b>	<b><u>\$400,000.00</u></b>

#### Reason(s) for Extra(s)/Adjustment(s):

Severe deterioration was discovered at a bridge while completing substructure repair work. The deterioration was so advanced, that two bridge piers had to be completely replaced. This work typically requires a complete bridge closure. Temporary bridge supports were positioned so work could continue on the pier replacements. The placement of the temporary supports allowed the bridge to open as quickly as possible, and reduced traffic delays. Twenty-two temporary bridge supports were required to be designed, fabricated, installed, maintained and removed by the contractor. A specialized design was required for the temporary supports due to the size and dynamic loading present. Furthermore, the supports were utilized twice; once per each pier replacement. The supports will be provided to MDOT at the completion of the project. The extra item S29 TEMPORARY SUPPORTS is a budgeted pay item established to reimburse the contractor for the temporary bridge supports. This contract modification has been reviewed and approved by the Federal Highway Administration. A unit price is being negotiated by the project office per Section 103.04 of the 2003 Standard Specifications for Construction. If the

negotiations fail, force account records are being kept and will become the basis for payment per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its February 24, 2005, meeting, and is now recommended for approval by the State Administrative Board on March 1, 2005.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 18.17%, City of Detroit, 1.83%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48208, 48202, 48201.

212. **Extra 2005 - 28**

Control Section/Job Number:	82122-45705A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the \$250,000 Transportation Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Consultant	
Engineer's Estimate:	\$58,798,591.39	

Description of Project:

4.94 mi of road reconstruction on I-96, US-24 (2 locations), and on Old US-24, and superstructure replacements, deck replacements, and bridge rehabilitations on 20 bridges on I-96 at various locations in the city of Detroit, Redford Township, Wayne County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$59,580,090.85	
Total of Overruns/Changes (Approved to Date):	2,354,488.74	+ 3.95%
Total of Extras/Adjustments (Approved to Date):	3,776,088.61	+ 6.34%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>1,921,668.55</u></b>	<b><u>+ 3.23%</u></b>
<b>Revised Total</b>	<b><u>\$67,632,336.75</u></b>	<b>+ 13.52%</b>
<b><u>Offset Information</u></b>		
Total Offsets This Request	<u>(\$360,240.00)</u>	- 0.60%
Net Revised Request	<u>\$1,561,428.55</u>	+ 2.62%

### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.29% over the original budget for an **Authorized to Date Amount** of \$65,710,668.20.

Approval of this extra will place the authorized status of the contract 13.52% or \$8,052,245.90 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-55	11 r. 1, 12 r. 1, 17 r. 3	\$458,943.85	08/03/2004
2004-90	42 r. 2, 56 r. 4	\$1,828,241.86	12/07/2004

Contract Modification Number(s): 55 r. 2, 57 r. 1, 60 r. 1, 63, 65, 66, 67, 72 r. 1, 74

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

#### CM 55

Shoulder, Reinf Conc, 11 inch	900.000 Syd @ \$40.95/Syd	\$36,855.00
Shoulder, Reinf Conc, 9 inch	900.000 Syd @ \$36.75/Syd	<u>33,075.00</u>
Total		<u>\$69,930.00</u>

#### CM 55 Offset Information

Shoulder, Nonreinf Conc, 11 inch	-900.000 Syd @ \$23.00/Syd	(\$20,700.00)
Shoulder, Nonreinf Conc, 9 inch	-900.000 Syd @ \$21.00/Syd	<u>(18,900.00)</u>
Total		<u>(39,600.00)</u>
Net Revised CM 55 Request		<u>\$30,330.00</u>

#### CM 57

Steel Structure, Cleaning, Type 4	1.000 LS @ \$187,110.00/LS	<u>\$187,110.00</u>
Total		<u>\$187,110.00</u>

#### CM 60

Concrete Barrier Splits		<u>\$465,549.50</u>
Total		<u>\$465,549.50</u>

**CM 63**

Repl Prism Retrlec Lens, Amber, Bidir	400.000 Ea @ \$5.00/Ea	<u>\$2,000.00</u>
Total		<u>\$2,000.00</u>

**CM 65**

Cable, P.J., 600V, 1, 3/C#14	1,400.000 Ft @ \$11.31/Ft	\$15,834.00
Cable, P.J., 600V, 1, 10/C#14	3,600.000 Ft @ \$12.16/Ft	43,776.00
Cable, P.V., 600V, 5, 12/C#20-1	555.000 Ft @ \$14.77/Ft	8,197.35
Cable, P.J., 600V, 1, 7/C#14	3,530.000 Ft @ \$11.97/Ft	<u>42,254.10</u>
Total		<u>\$110,061.45</u>

**CM 66**

Temporary Street Light Repair		<u>\$1,885.10</u>
Total		<u>\$1,885.10</u>

**CM 67**

Temporary Aerial Electric Work, Burt Road		<u>\$43,420.00</u>
Total		<u>\$43,420.00</u>

**CM 67 Offset Information**

Cable, Primary Distribution, 7.0KV, 1, 3/C#2/0 PILCPJ	-580.000 Ft @ \$10.00/Ft	(\$5,800.00)
Cable, St Ltg, 7.5KV, 2, 1/C#8 L.C.	-580.000 Ft @ \$8.00/Ft	(4,640.00)
Mh, Elec, ThreeWay	-2.000 Ea @ \$5,000.00/Ea	(10,000.00)
Conduit, Directional Bore, 4 inch	-780.000 Ft @ \$25.00/Ft	(19,500.00)
Conduit, Encase, 2, 4 inch	-130.000 Ft @ \$40.00/Ft	<u>(5,200.00)</u>
Total		(45,140.00)
Net Revised CM 67 Request		<u>(\$1,720.00)</u>

**CM 72**

Conduit, DB, 4, 3 inch	15.000 Ft @ \$210.00/Ft	\$3,150.00
Mast Arm, Rem	8.000 Ea @ \$420.00/Ea	3,360.00
Mast Arm Std, Rem	6.000 Ea @ \$420.00/Ea	2,520.00
Conduit, DB, 1, 1 1/2 inch	85.000 Ft @ \$31.50/Ft	2,677.50
Conduit, DB, 1, 3 inch	20.000 Ft @ \$105.00/Ft	2,100.00
Conduit, DB, 2, 3 inch	90.000 Ft @ \$63.00/Ft	5,670.00
Conduit, Db, 3, 3 inch	70.000 Ft @ \$73.50/Ft	5,145.00
Fdn, Rem	7.000 Ea @ \$315.00/Ea	2,205.00
Pedestal, Alum	4.000 Ea @ \$840.00/Ea	3,360.00
Pedestal, Fdn	4.000 Ea @ \$735.00/Ea	2,940.00
Pedestal, Rem	1.000 Ea @ \$210.00/Ea	210.00
Span Wire	4.000 Ea @ \$840.00/Ea	3,360.00
Strain Pole Fdn, Cased	72.000 Ft @ \$262.50/Ft	18,900.00
Strain Pole Steel, Anchor Base, 30 foot	2.000 Ea @ \$3,675.00/Ea	7,350.00
Strain Pole, Steel, Anchor Base, 36 foot	2.000 Ea @ \$3,990.00/Ea	7,980.00
Strain Pole, Steel, Anchor Base, 40 foot	2.000 Ea @ \$5,040.00/Ea	10,080.00
TS, Mast Arm Mtd, Rem	8.000 Ea @ \$157.50/Ea	1,260.00
TS, One Way Pedestal Mtd	1.000 Ea @ \$1,260.00/Ea	1,260.00
TS, Pedestal Mtd, Rem	1.000 Ea @ \$157.50/Ea	157.50
TS, Pedestrian, Bracket Arm Mtd, Rem	8.000 Ea @ \$157.50/Ea	1,260.00
TS, Pedestrian, One Way Pedestal Mtd	4.000 Ea @ \$1,260.00/Ea	5,040.00
TS, Pedestrian, Pedestal Mtd, Rem	1.000 Ea @ \$157.50/Ea	157.50

TS, Pedestrian, Two Way Bracket Arm Mtd	1.000 Ea @ \$1,470.00/Ea	1,470.00
TS, Pedestrian, Two Way Pedestal Mtd	1.000 Ea @ \$1,470.00/Ea	<u>1,470.00</u>
Total		<u>\$93,082.50</u>

#### **CM 74**

Light Std Fdn, Conc Barrier, Special	103.000 Ea @ \$9,210.00/Ea	\$948,630.00
Total		<u>\$948,630.00</u>

#### **CM 74 Offset Information**

Light Std Fdn, Conc Barrier	-95.000 Ea @ \$2,900.00/Ea	(\$275,500.00)
Total		(\$275,500.00)
Net Revised CM 74 Request		<u>\$673,130.00</u>

#### **Grand Total**

**\$1,921,668.55**

Total Offsets This Request	(\$360,240.00)
Net Revised Request	1,561,428.55

#### **Reason(s) for Extra(s)/Adjustment(s):**

#### **CM 55**

The pavement cross section was altered in a section of roadway due to the presence of existing struts. Struts are bridge reinforcing supports that run perpendicular and underneath the roadway. The pavement thickness was reduced and reinforcement was necessary to provide a similar strength roadway section. Therefore, the concrete pavement was altered from non-reinforced to reinforced. The extra items are partially offset by a \$39,600 reduction in the original non-reinforced concrete work items. The extra cost for Shoulder, Reinf Conc, 11 inch and Shoulder, Reinf Conc, 9 inch was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction and is reasonable when compare with MDOT's Average Unit Price Index.

#### **CM 57**

It was discovered that the bridge carrying Burt Rd over I-96 was previously painted with a zinc epoxy paint system. The design plans indicated the bridge was painted with lead based paint. The zinc epoxy paint system requires significantly more time and effort to remove. This difference in existing paint systems is considered a differing site condition as described in Section 103.02.C of the Interim 2003 Standard Specifications for Construction. An adjustment was calculated based on the average unit price for cleaning other bridges with similar work and the quantity of cleaning work on the Burt Rd structure. The adjustment was negotiated per Section 103.03 of the Interim 2003 Standard Specifications for Construction and is considered reasonable when compared to bid costs for similar cleaning work on zinc epoxy paint systems.

#### **CM 60**

There are 67 locations on the project that involve concrete barrier transition zones. These transition zones are where a concrete barrier begins to split into two independent barriers aligned with traffic. On this project, the concrete barrier splits had to match a modified median barrier, which was higher than the concrete barrier split. This additional height was necessary at each location to match the modified median barrier. The additional work was not shown in the project plans or in the standard plans. Additional labor, equipment, and materials were needed at each location. The cost for the extra item, Concrete Barrier Splits Adjustment, was a negotiated unit cost per Section 103.04 of the Interim 2003 Standard



Specifications for Construction. The cost per location averages \$6,948.50. The cost is reasonable when submitted costs are compared with similar type work in MDOT's Average Unit Price Index.

#### **CM 63**

Section 812.04.A.5 of the Interim 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15.00 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device that the light is mounted to, and does not exceed \$15.00 per light. The lights, on plastic drums, are used to direct traffic in the work zone and are sometimes damaged by passing motorists. The extra item, Repl Prism Retrflc Lens, Amber, Bidir, will reimburse the contractor for damaged lights at the \$5.00 bid cost for the traffic control device.

#### **CM 65**

Traffic signal cable was removed at three bridge locations, as required by the project plans. The signal cable was to be replaced as part of the project, but a work item in the plans was omitted during design. The unit cost for the extra items; Cable, P.J., 600V, 1, 3/C#14; Cable, P.J., 600V, 1, 10/C#14; Cable, P.V., 600V, 5, 12/C#20-1; and Cable, P.J., 600V, 1, 7/C#14; was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost is reasonable when submitted costs are compared with similar type work in MDOT's Average Unit Price Index.

#### **CM 66**

On August 14, 2004, a motorist hit one of the temporary wood street light poles on I-96. The pole had to be removed and a portion of the overhead wire was replaced. The cost for the extra item, Temporary Street Light Repair, is based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction.

#### **CM 67**

The project plans show the relocation of the existing Detroit Public Lighting Department (DPLD) street lighting and primary distribution cable in the Burt Road structure by means of a directional bore crossing the I-96 freeway. In order to expedite the work at the Burt Road structure, it was determined to temporarily relocate the existing DPLD facilities by means of a temporary aerial crossing. The cost for the extra item, Temporary Aerial Electric Work, Burt Road, was based on force account records per Section 109.07 of the Interim 2003 Standard Specifications for Construction. The cost is reasonable when compared to submitted invoice costs and similar type work. The extra cost for this work is completely offset by a \$45,140 reduction in the original work items, resulting in a net savings to the project.

#### **CM 72**

The existing signal poles and foundations were in conflict with the proposed work at the I-96 Outer Drive interchange. These signal poles were relocated to accommodate the renovation of the interchange as the existing poles were in conflict with the proposed pedestrian walkways. This relocation work was missed during the design phase. The extra cost for Conduit, DB, 4, 3 inch; Mast Arm, Rem; Mast Arm Std, Rem; Conduit, DB, 1, 1 ½ inch; Conduit, DB, 1, 3 inch; Conduit, DB, 2, 3 inch; Conduit, Db, 3, 3 inch; Fdn, Rem; Pedestal, Alum; Pedestal, Fdn; Pedestal, Rem; Span Wire; Strain Pole Fdn, Cased ; Strain Pole Steel, Anchor Base, 30 foot; Strain Pole, Steel, Anchor Base, 36 foot; Strain Pole, Steel, Anchor Base, 40 foot; TS, Mast Arm Mtd, Rem; TS, One Way Pedestal Mtd; TS, Pedestal Mtd, Rem; TS, Pedestrian, Bracket Arm Mtd, Rem; TS, Pedestrian, One Way Pedestal Mtd; TS, Pedestrian, Pedestal Mtd, Rem; TS, Pedestrian, Two Way Bracket Arm Mtd; and TS, Pedestrian, Two Way Pedestal Mtd was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The costs are reasonable when compared with MDOT's Average Unit Price Index for similar work.

## CM 74

The extra item, Light Standard Foundation, Conc Barrier, Special, replaces the item Light Standard Foundation, Conc Barrier. The original work item did not fit the modified concrete barrier design as called for in the project plans. There was substantial extra work involved with modifying the light standard foundations. Work included tying reinforcement steel cages, purchasing additional reinforcing steel and anchor bolt pieces for the special design, placing and removing valley gutter, barrier and guardrail in areas where the standard light barrier foundation could not be placed, and the additional cost for placement of light standards during active traffic movements. The roadway was to be shut down during the original item of work, which would reduce the labor time associated with materials and safety. The cost for the extra item, Light Std Fdn, Conc Barrier, Special was negotiated per Section 103.04 of the Interim 2003 Standard Specifications for Construction. The cost is reasonable as initial force account records were kept per Section 109.07 of the Interim 2003 Standard Specifications for Construction and compared with an average price per location. After further negotiations a unit price was agreed to by all parties. The cost of this extra is partially offset by a \$275,500 reduction in original work items.

Section 103.04 – EXTRA WORK – of the Interim 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its February 24, 2005 meeting, and are now recommended for approval by the State Administrative Board on March 1, 2005.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

**Funding Source:** FHWA, 87.37%; State Restricted Trunkline, 11.69%; City of Detroit, 0.94%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48223.

## OVERRUNS

### 213. **Overrun 2005 - 11**

Control Section/Job Number:	79061-43593A	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	Saginaw Asphalt Paving Company 2981 Carrollton Road Saginaw, MI 48604	
Designed By:	MDOT	

\* Denotes a non-standard contract/amendment

Engineer's Estimate: \$214,324.47

Description of Project:

Reconstruction of railroad crossings and approaches on M-81, M-142, M-24 south of Mayville, and M-46 east of Richville in the village of Reese, city of Bad Axe in Dayton, Denmark and Verona Townships, Tuscola and Huron Counties.

Administrative Board Approval Date:	10/07/03	
Contract Date:	06/05/04	
Original Contract Amount:	\$244,176.49	
Total of Overruns/Changes (Approved to Date):	24,417.65	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	3,988.86	+ 1.63%
<b>THIS REQUEST</b>	<b><u>31,235.45</u></b>	<b>+ <u>12.79%</u></b>
<b>Revised Total</b>	<b><u>\$303,818.45</u></b>	<b>+ 24.42%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.63% over the original budget for an **Authorized to Date Amount** of \$272,583.00.

Approval of this overrun will place the authorized status of the contract 24.42% or \$59,641.96 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Bit Approach	347.060 t @ \$90.00/t	<u>\$31,235.40</u>
<b>Total</b>		<b><u>\$31,235.40</u></b>

**Reason(s) for Overrun(s):**

The pay item, Bit Approach, was underestimated during design. Additional quantities were necessary to build the project per the plans and specifications. Furthermore, Bit Approach was used, per specification, to replace the asphalt adjacent to the four existing railroad crossings. The existing pavement at the railroad crossings was thicker than expected and required additional tonnage of asphalt.

The work item, Bituminous Approach, is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its February 24, 2005 meeting, and is now recommended for approval by the State Administrative Board on March 1, 2005.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** State Restricted Trunkline, 100%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48727.

214. **Overrun 2005 - 12**

Control Section/Job Number: 82061-74347A MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Six-S, Inc.  
2210 Scott Lake Rd.  
Waterford, MI 48328

Designed By: MDOT

Engineer's Estimate: \$932,197.76

Description of Project:

2.04 mi of concrete pavement repair, joint resealing, and spall repair on US-12 (Michigan Avenue) from west of Lotz Road to west of the C & O Railroad in the city of Wayne, in Canton Township, Wayne County.

Administrative Board Approval Date:	April 20, 2004	
Contract Date:	May 11, 2004	
Original Contract Amount:	\$787,458.24	
Total of Overruns/Changes (Approved to Date):	78,745.82	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	6,112.50	+ 0.78%
<b>THIS REQUEST</b>	<b><u>25,630.27</u></b>	<b>+ <u>3.25%</u></b>
<b>Revised Total</b>	<b><u>\$897,946.83</u></b>	<b>+ 14.03%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.78% over the original budget for an **Authorized to Date Amount** of \$872,316.56.

Approval of this overrun will place the authorized status of the contract 14.03% or \$110,488.59 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Joint, Contraction, Crg	1,079.880 Ft @ \$5.83/Ft	\$6,295.70
Pavt Repr, Reinf Conc, 10 inch	479.060 Syd @ \$38.88/Syd	18,625.85

Pavt Repr, Rem  
**Total**

49.700 Syd @ \$14.26/Syd

708.72  
**\$25,630.27**

**Reason(s) for Overrun(s):**

The existing roadway was in worse condition than anticipated during the design phase. Additional concrete pavement repairs were necessary to restore the roadway per the project proposal and specifications. The overrun cost is comprised of the following three major work items: Joint, Contraction, Crg; Pavt Repr, Reinf Conc, 10 inch; and Pavt Repr, Rem.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 18.15%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48188.

215. **Overrun 2005 -13**

Control Section/Job Number:	82400-44392A	Local Agency Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Local Agency	
Engineer's Estimate:	\$3,634,008.00	

**Description of Project:**

0.98 mi. of construction of new roadway (Dequindre), widening of an existing one-way roadway into a boulevard with median islands (Warren) and reconfiguration of an existing roadway (Russell) on Dequindre Road from Canfield Street to Warren Avenue, on Warren Avenue from Dequindre Road to Rivard Street and on Russell Avenue from Forest Avenue to Warren Avenue in the city of Detroit, Wayne County.

Administrative Board Approval Date:	February 5, 2002	
Contract Date:	February 15, 2002	
Original Contract Amount:	\$3,836,164.43	
Total of Overruns/Changes (Approved to Date):	2,118,616.44	+ 55.23%
Total of Extras/Adjustments (Approved to Date):	1,310,465.94	+ 34.16%
<b>THIS REQUEST</b>	<b><u>574,179.89</u></b>	<b>+ <u>14.97%</u></b>
<b>Revised Total</b>	<b><u>\$7,839,426.70</u></b>	<b>+ 104.36%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 89.39% over the original budget for an **Authorized to Date Amount** of \$7,265,246.81.

Approval of this overrun will place the authorized status of the contract 104.36% or \$4,003,262.27 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board:

Item Number	Amount	SAB Date
29 (2003-04)	\$1,735,000.00	03/18/03

This request allows payment for the following increases to the contract:

#### MISC. NON-HAZARDOUS CONTAMINATED MATERIAL HANDLING AND DISPOSAL

(EARTH EXCAVATION)	25,000.00 CYD @ \$18.00/CYD	\$450,000.00
SIGN, TYPE B TEMP	3,454.270 SFT @ \$7.00/SFT	24,179.89
WATER	250.000 UNIT @ \$400.00/UNIT	<u>100,000.00</u>
<b>Total</b>		<b><u>\$574,179.89</u></b>

#### Reason(s) for Overrun(s):

The first item, MISC. NON-HAZARDOUS CONTAMINATED MATERIAL HANDLING AND DISPOSAL (EARTH EXCAVATION), increased dramatically due to lack of proper soil investigation during the design phase of this project. This work item was drastically underestimated, in part due to the original design work having taken place nearly ten years ago. During the interim, there was a tremendous amount of illegal dumping on this site. This resulted in a large increase of the excavation of the non-hazardous contaminated material. Special handling of this material was necessary while excavating and all of it had to be taken to a Class II landfill with proper manifests accompanying each load. Laboratory analysis of the material from the job site is in the project file, along with the trucking manifests. The project has been completed and this increase adjusts the previously authorized quantity to the final as-constructed quantity.

The project completion date was extended by authorization. The overrun of the following items were a partial result of the extension of time.

Additional traffic control signs were necessary to maintain signing on the detour routes and the project worksite. These signs were necessary for the safe and orderly movement of traffic. Signs that were damaged by motorists were replaced, and additional signs were placed to clarify traffic routing and better identify closure areas. The work item, SIGN, TYPE B TEMP, compensates the contractor for this work.

The quantity for the pay item, WATER, was underestimated and insufficient to meet the watering requirements for newly placed sod. The sodded area surrounds the future Federal Reserve Bank and an effort was made to maintain the growth of the sod until roots were established into the underlying top soil.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its February 24, 2005 meeting, and is now recommended for approval by the State Administrative Board on March 1, 2005.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 81.77%; City of Detroit, 18.23%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48207.

216. **Overrun 2005 - 14**

Control Section/Job Number:	82400-60583A	Local Agency Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	Cadillac Asphalt, LLC. 5905 Belleville Road Belleville, MI 48111	
Designed By:	Local Agency	
Engineer's Estimate:	\$ 1,054,000.00	

Description of Project:

4.71 km of cold milling, bituminous resurfacing, concrete curb, sidewalk, and driveway approaches on Dequindre Road from 8 Mile Road to 7 Mile Road, on McNichols Road from Davison to Jerome Street, and on Strand Drive from Picnic Way to Woodside Drive in the city of Detroit, Wayne County.

Administrative Board Approval Date:	September 17, 2002	
Contract Date:	October 10, 2002	
Original Contract Amount:	\$1,115,418.08	
Total of Overruns/Changes (Approved to Date):	111,541.81	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>220,023.01</u></b>	<b>+ <u>19.73%</u></b>
<b>Revised Total</b>	<b><u>\$1,446,982.90</u></b>	<b>+ 29.73%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$1,226,959.89.

Approval of this overrun will place the authorized status of the contract 29.73% or \$331,564.82 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Curb, Conc, Detail CD	2447.990 m @ \$34.00/m	\$83,231.66
Curb, Rem	3402.770 m @ \$40.20/m	<u>136,791.35</u>
<b>Total</b>		<b><u>\$220,023.01</u></b>

**Reason(s) for Overrun(s):**

The existing curb and gutter was determined to be in worse condition than originally anticipated. There were several locations where the curb and gutter was excessively deteriorated. Furthermore, there were also areas where the exposed curb face was less than standard. These areas were removed and replaced, and the pay items of Curb, Conc, Detail CD and Curb, Rem compensated the contractor for the completed work. The replacement of curb and gutter aids in the delineation of the roadway, proper water flow direction, proper roadway drainage and safety to the motorist. The quantity was underestimated during design.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its February 24, 2005 meeting, and is now recommended for approval by the State Administrative Board on March 1, 2005.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 81.43%; City of Detroit, 18.57%



**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48334, 48303, 48337.

217. **Overrun 2005 - 15**

Control Section/Job Number:	82400-74566A	Local Agency Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	Ajax Paving Industries, Inc. P O Box 7058 Troy, MI 48007	
Designed By:	Local Agency	
Engineer's Estimate:	\$1,986,050.00	

Description of Project:

Cold milling bituminous surface, bituminous resurfacing, concrete curb and miscellaneous construction, on Charlevoix Avenue from Mt. Elliott Street to Joseph Campau Street and St Jean Street to VanDyke Street, on Chrysler Drive northbound and southbound service drives from Ferry Street to Warren Avenue, on Chrysler Drive southbound service drive from Canfield Street to Wilkins Street, on Edsel Street eastbound service drive from Beaubien Street to St. Antoine Street, on Fisher Freeway northbound and southbound service drives from Woodward Avenue to Beaubien Street, on Hamtramck Drive from Grand Boulevard to north of Grand Boulevard, on McDougall Street from Vernor Highway to Charlevoix Avenue, on Monroe Street from St. Antoine Street to I-375, on McClellan St from Kercheval Avenue to Jefferson Avenue, on Oakland Street from Caniff Street to Clay Street, and on Witherell Street from Woodward Avenue to Adams Avenue in the city of Detroit, Wayne County.

Administrative Board Approval Date:	May 20, 2003	
Contract Date:	June 3, 2003	
Original Contract Amount:	\$1,973,914.51	
Total of Overruns/Changes (Approved to Date):	197,391.45	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>1,704,598.35</u></b>	<b>+ <u>86.36%</u></b>
<b>Revised Total</b>	<b><u>\$3,875,904.31</u></b>	<b>+ 96.36%</b>

## SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$2,171,305.96.

Approval of this overrun will place the authorized status of the contract 96.36% or \$1,901,989.80 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Structure Cover	30,658.066 kg @ \$2.08/kg	\$63,768.78
Conditioning Existing Pavement	2,675.000 t @ \$250.00/t	668,750.00
Curb, Conc, Detail CD	8,200.000 m @ \$31.00/m	254,200.00
Bit Mixture No. 1100T, 20AA	3,357.700 t @ \$31.42/t	105,498.93
Curb, Rem	9,319.000 m @ \$31.00/m	288,889.00
Sidewalk, Conc, 100 mm	9,775.330 m2 @ \$8.00/m2	78,202.64
Sidewalk, Rem	11,149.500 m2 @ \$22.00/m2	245,289.00
<b>Total</b>		<b><u>\$1,704,598.35</u></b>

### Reason(s) for Overrun(s):

The existing covers on drainage and utility structures were in worse condition than anticipated during design. The covers of these structures were replaced due to poor condition and to meet current city standards. The work item, Structure Cover, was under estimated during the design phase. This original work item will compensate the contractor for completed work.

The underlying pavement layers on the existing roadways were in worse condition than anticipated during the design phase. Furthermore, one of the streets was an old industrial road providing access to a local manufacturing plant. It was in poor condition and required the removal of an existing railroad crossing. The work item, Conditioning Existing Pavement, was difficult to estimate during design, as the condition of the underlying material could not be truly identified until the top layers of asphalt were removed. After removing these layers, it was determined that the condition of the underlying material required additional conditioning work. The original item, Conditioning Existing Pavement, was increased to provide the necessary conditioning on the existing asphalt roadway.

The existing curb and gutter was determined to be in worse condition than originally anticipated. There were several locations where the curb and gutter was excessively deteriorated. Furthermore, there were areas where the exposed curb face was less than standard per the project proposal. These areas were removed and replaced, and the pay items of Curb, Conc, Detail CD and Curb, Rem compensated the contractor for the completed work. The replacement of curb and gutter aids in the delineation of the roadway, proper water flow direction, proper roadway drainage, and safety to the motorist. The quantity was underestimated during design.

The existing roadway grades were such that additional asphalt was required to provide proper drainage of water. The roadway grades were flatter than anticipated and did not provide for the efficient conveyance of water to a surface drainage structure. Additional asphalt was required to properly grade the new roadway to specifications and provide for proper drainage at intersections. The original item, Bit Mixture No. 1100T, 20AA, was increased to reimburse the contractor for this work.

As mentioned above, the curb and gutter was replaced due to existing conditions and in order to meet the project specifications. Sidewalk replacement, in the areas of curb and gutter replacement, was required to meet the back of curb grades. Furthermore, the existing condition of the sidewalk was in worse condition than anticipated during design. This matching of grades will prevent an elevation difference between the back of the curb and the sidewalk, which would pose a tripping safety hazard. This replacement will also provide a safer, more structurally sound sidewalk. The original items, Sidewalk, Conc, 100 mm and Sidewalk, Rem will compensate the contractor for this work. The items were underestimated during design.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its February 24, 2005 meeting, and is now recommended for approval by the State Administrative Board on March 1, 2005.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 81.24%; City of Detroit, 18.76%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low Bid

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48107, 48114, 48102, 48111, 48101, 48126.

## 218. **Overrun 2005 - 16**

Control Section/Job Number:	82400-74859A	Local Agency Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	Ajax Paving Industries, Inc. P O Box 7058 Troy, MI 48007	
Designed By:	Local Agency	
Engineer's Estimate:	\$1,796,400.00	
Description of Project:		

7.45 km of cold milling bituminous surface, bituminous resurfacing, concrete curb, sidewalk and driveway approaches, drainage structures and miscellaneous construction at various locations in the city of Detroit, Wayne County.

Administrative Board Approval Date:	July 1, 2003	
Contract Date:	July 14, 2003	
Original Contract Amount:	\$1,810,333.94	
Total of Overruns/Changes (Approved to Date):	181,033.39	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	152,688.47	+ 8.43%
<b>THIS REQUEST</b>	<b><u>153,725.71</u></b>	<b>+ 8.49%</b>
<b>Revised Total</b>	<b><u>\$2,297,781.50</u></b>	<b>+ 26.92%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.43% over the original budget for an **Authorized to Date Amount** of \$2,144,055.80.

Approval of this overrun will place the authorized status of the contract 26.93% or \$487,447.56 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Conditioning Existing Pavement	800.010 t @ \$128.79/t	\$103,033.29
Curb, Conc, Detail CD	749.790 m @ \$30.50/m	22,868.60
Bit Mixture No. 1100T, 20AA	654.910 t @ \$33.53/t	21,959.13
Curb, Rem	200.160 m @ \$29.30/m	<u>5,864.69</u>
<b>Total</b>		<b><u>\$153,725.71</u></b>

#### Reason(s) for Overrun(s):

The underlying pavement layers on the existing roadway were in worse condition than anticipated during the design phase. The work item, Conditioning Existing Pavement, was difficult to estimate during design, as the condition of the underlying material could not be truly identified until the top layers of asphalt were removed. After removing these layers, it was determined that the condition of the underlying material required additional conditioning work. The original item, Conditioning Existing Pavement, was increased to provide the necessary conditioning on the existing asphalt roadway.

The existing roadway grades were such that additional asphalt was required to provide proper drainage of water. The roadway grades were flatter than anticipated and did not provide for the efficient conveyance of water to a surface drainage structure. Additional asphalt was required to properly grade the new roadway and provide for proper drainage at intersections. The original item, Bit Mixture No. 1100T, 20AA, was increased to reimburse the contractor for this work.

The existing curb and gutter was determined to be in worse condition than originally anticipated. There were several locations where the curb and gutter was excessively deteriorated. Furthermore, there were also areas where the exposed curb face was less than standard. These areas were removed and replaced, and the pay items of Curb, Conc, Detail DC and Curb, Rem compensated the contractor for the completed work. The replacement of curb and gutter aids in the delineation of the roadway, proper water flow direction, proper roadway drainage and safety to the motorist. The quantity was underestimated during design.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its February 24, 2005, meeting, and is now recommended for approval by the State Administrative Board on March 1, 2005.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 80.99%; City of Detroit, 19.01%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48234.

## 219. **Overrun 2005 - 17**

Control Section/Job Number: 84909-M00189 MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Harlan Electric Company  
2695 Crooks Road  
Rochester Hills, MI 48309

Designed By: MDOT  
Engineer's Estimate: \$4,669,183.39

### Description of Project:

Routine and preventive maintenance of existing freeway lighting system and outdoor rest area lighting, in the cities of Allen Park, Dearborn, Dearborn Heights, Detroit, Hamtramck, Harper Woods, Highland Park, Lincoln Park, Livonia, Melvindale, Romulus, Southgate and Taylor, and Canton, Plymouth, Redford and Van Buren Townships, Wayne County.

Administrative Board Approval Date:	May 2, 2000	
Contract Date:	May 11, 2000	
Original Contract Amount:	\$3,970,288.00	
Total of Overruns/Changes (Approved to Date):	397,028.80	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	268,806.88	+ 6.77%
<b>THIS REQUEST</b>	<b><u>1,526,350.00</u></b>	<b>+ <u>38.44%</u></b>
<b>Revised Total</b>	<b><u>\$6,162,473.68</u></b>	<b>+ 55.21%</b>

## SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.77% over the original budget for an **Authorized to Date Amount** of \$4,636,123.68.

Approval of this overrun will place the authorized status of the contract 55.21% or \$2,192,185.68 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request will allow payment for the following increases to the contract:

Maintaining Ltg Unit, Type A	100.000 ea @ \$65.00/ea	\$6,500.00
Maintaining Ltg Unit, Type B	950.000 ea @ \$340.00/ea	323,000.00
Maintaining Ltg Unit, Type C	950.000 ea @ \$363.00/ea	344,850.00
Maintaining Ltg Unit, Type D	700.000 ea @ \$330.00/ea	231,000.00
Maintaining Ltg Unit, Type E	700.000 ea @ \$310.00/ea	217,000.00
Maintaining Ltg Unit, Type F	700.000 ea @ \$320.00/ea	224,000.00
Maintaining Ltg Unit, Type G	500.000 ea @ \$360.00/ea	<u>180,000.00</u>
Total		<u>\$1,526,350.00</u>

### Reason(s) for Overrun(s):

This project involves the routine maintenance of lighting systems in the Detroit Metropolitan area and was established to respond to emergencies and accident damage to public lighting facilities.

The contract required the contractor to routinely perform any work that was necessary to repair and maintain MDOT's freeway lighting system within Wayne County. The project will ensure safe roadway operations and visibility for motorists. The project completion date was extended several times for two primary reasons. The first time extension was due to a moratorium on new contracts, and subsequent time extensions were issued to properly prepare a new contract for bidding with the intention of a seamless contract transition. In order to provide uninterrupted lighting maintenance and safety, additional time was needed to properly investigate, draft, finalize, bid and award a new contractual document.

Original contract items were increased for each approved time extension. The contract items were increased to account for emergencies during the time extension and general maintenance to properly maintain the lighting infrastructure.

This overrun request will allow payment to the contractor for all original contract work completed to date. Furthermore, additional quantities have been added to this overrun to allow for payment of increased original bid items until the current completion date of March 31, 2005.

All work items are original contract pay items. The overrun cost is computed by calculating the contract bid prices with the necessary quantity.

This Overrun was recommended for approval by the State Transportation Commission at its February 24, 2005 meeting, and is now recommended for approval by the State Administrative Board on March 1, 2005.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

\* Denotes a non-standard contract/amendment

**Funding Source:** State Restricted Trunkline, 100%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low-bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48075.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff  
Director